Report by the Railway Board on Indian Railways for 1924-25 & 1925-26 (Vols. I & II)

00134513

BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.
TOWN HALL, BOMBAY.

Digitized with financial assistance from

Government of Maharashtra

on 01 February, 2020

00134513

Government of India Publications are obtainable from the Government of India Central Publication Branch, 8, Hastings Street, Calcutta and from the following Agents:—

134513

EUROPE.

OFFICE OF THE HIGH COMMISSIONER FOR INDIA,
42, GROSVENOR GARDENS, LONDON, S.W. 1.
And at all Booksellers.

INDIA AND CEYLON.

Provincial Book Depôts:

MADRAS:—Office of the Superintendent, Government Press, Mount Road, Madras.
BOMBAY:—Office of the Superintendent of Government Printing and Stationery, Poona.
SIND:—Library attached to the Office of the Commissioner in Sind, Karachi.
BENGAL:—Office of the Bengal Secretariat Book Depôt, Writers' Buildings, Room No. 1, Ground Floor, Calcutta.
UNITED PROVINCES OF AGRA AND OUDH:—Office of the Superintendent of Government Press, United Provinces of Agra and Oudh, Allahabad.
PUNJAB:—Office of the Superintendent, Government Printing, Punjab, Lahore.
BURMA:—Office of the Superintendent, Government Printing, Burma, Rangoon.
CENTRAL PROVINCES AND BERAR:—Office of the Central Provinces Secretariat, Nagpur.
ASSAM:—Office of the Superintendent, Assam Secretariat Press.
BIHAR AND ORISSA:—Office of the Superintendent, Government Printing, Bihar and Orissa, P. O. Gulzarbagh, Patna.
COORG:—Office of the Chief Commissioner of Coorg, Bangalore.
NORTH-WEST FRONTIER PROVINCE:—Office of the Manager, Government Printing and Stationery, Peshawar.

Thacker, Spink & Co., Calcutta and Simla.
W. Newman & Co., Ltd., Calcutta.
R. Cambray & Co., Calcutta.
S. K. Lahiri & Co., Calcutta.
The Indian School Supply Depôt, 309, Bow Bazar Street, Calcutta, and 226, Nawabpur, Dacca.
Butterworth & Co. (India), Ltd., Calcutta.
Rai M. C. Sarcar Bahadur & Sons, 90-2A., Harrison Road, Calcutta.
The Weldon Library, 17, Park Street, Calcutta.
Standard Literature Company, Limited, Calcutta.
Association Press, Calcutta.
Chukervertty, Chatterjee & Co., Ltd., 13, College Square, Calcutta.
The Book Company, Calcutta.
Higginbotham & Co., Madras.
V. Kalyanarama Iyer & Co., Madras.
P. R. Rama Iyer & Co., Madras.
Rochouse and Sons, Madras.
Bright & Co., Trivandrum.
V. S. Swaminathan, Bookseller, West Tower Street, Madura.
Thacker & Co., Ltd., Bombay.
D. B. Taraporevala, Sons & Co., Bombay.
Sunder Pandurang, Bombay.
Ram Chandra Govind & Sons, Kalbadevi, Bombay.
N. M. Tripathi & Co., Booksellers, Princess Street, Kalbadevi Road, Bombay.
Proprietor, New Kitabkhana, Poona.
The Manager, Oriental Book Supplying Agency, 15, Shukrawar, Poona City.
R. S. Gondhalekar's Book Depôt, Publisher and Bookseller, Budhwar Chawk, Poona City.
Managing Director, Co-operative Bookstall, Booksellers and Publishers, Poona City.
The Standard Bookstall, Karachi, Rawalpindi, Murree, Lahore, Peshawar and Quetta.
Karsandas Narandas & Sons, Surat.
Mangaldas & Sons, Booksellers and Publishers, Bhaga Talao, Surat.

A. H. Wheeler & Co., Allahabad, Calcutta and Bombay.
N. B. Mathur, Supdt., Nazir Kanun Hind Press, Allahabad.
The North India Christian Tract and Book Society, 18, Clive Road, Allahabad.
Ram Dayal Agarwala, 184, Katra, Allahabad.
Manager, Newal Kishore Press, Lucknow.
The Upper India Publishing House, Ltd., 41, Aminabad Park, Lucknow.
Munshi Seeta Ram, Managing Proprietor, Indian Army Book Depôt, Juhi, Cawnpore.
Rai Sahib M. Gulab Singh & Sons, Mufid-i-Am Press, Lahore and Allahabad.
Rama Krishna & Sons, Booksellers, Anarkali, Lahore.
Puri Brothers, Booksellers and Publishers, Katcheri Road, Lahore.
The Tilak School Book-Shop, Lahore.
Manager of the Imperial Book Depôt, 63, Chandney Chawk Street, Delhi.
Oxford Book and Stationery Company, Delhi.
Supdt., American Baptist Mission Press, Rangoon.
Proprietor, Rangoon Times Press, Rangoon.
The Modern Publishing House, Ltd., 30, Phayre Street, Rangoon.
The International Buddhist Book Depôt, Post Box No. 971, Rangoon.
Burma Book Club, Ltd., Rangoon.
Manager, The "Hitavada," Nagpur.
S. C. Talukdar, Proprietor, Students & Co., Cooch Behar.
Times of Ceylon Co., Ltd.
The Manager, Ceylon Observer, Colombo.
The Manager, The Indian Book Shop, Benares City.
B. C. Basak, Esq., Proprietor, Albert Library, Dacca.
The Srivilliputtur Co-operative Trading Union, Ltd., Srivilliputtur, (Satur, S. I. R.).
Banwari Lal, Esq., Pakariya Street, Pilibhit, United Provinces.
The Standard Book Depôt, Lahore, Lucknow, Nainital, Mussoorie, Dalhousie, and Ambala Cantonment.

Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Vol. I—Report, Rs. 3-8-0 or 5*s*. 10*d*. Volume II, Rs. 3-12-0 or 6*s*.

(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half yearly. Price Re. 1.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1923. Published quinquennially. Price Rs. 5-12-0.

(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.

(5) Pocket Edition of the Schedule of dimensions to be observed on 5′ 6″ and 3′ $3\frac{3}{8}$″ and 2′ 6″ gauge railways in India, 1922, Rs. 1-8-0 for the 5′ 6″ and 3′ $3\frac{3}{8}$″ gauge edition and Re. 1-0-0 for the 2′ 6″ gauge edition.

(6) Preliminary Abstract of Statistics of Indian Railways. Published yearly. Price Rs. 1-4-0 or 2*s*.

(7) Railway Statistics—Class I Indian Railways. Published monthly. Price Rs. 1-6-0 or 2*s*. 2*d*.

TECHNICAL PAPERS.

(8) Over 200 papers have been published by the Technical Section of the Railway Board's office. The papers comprise:—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

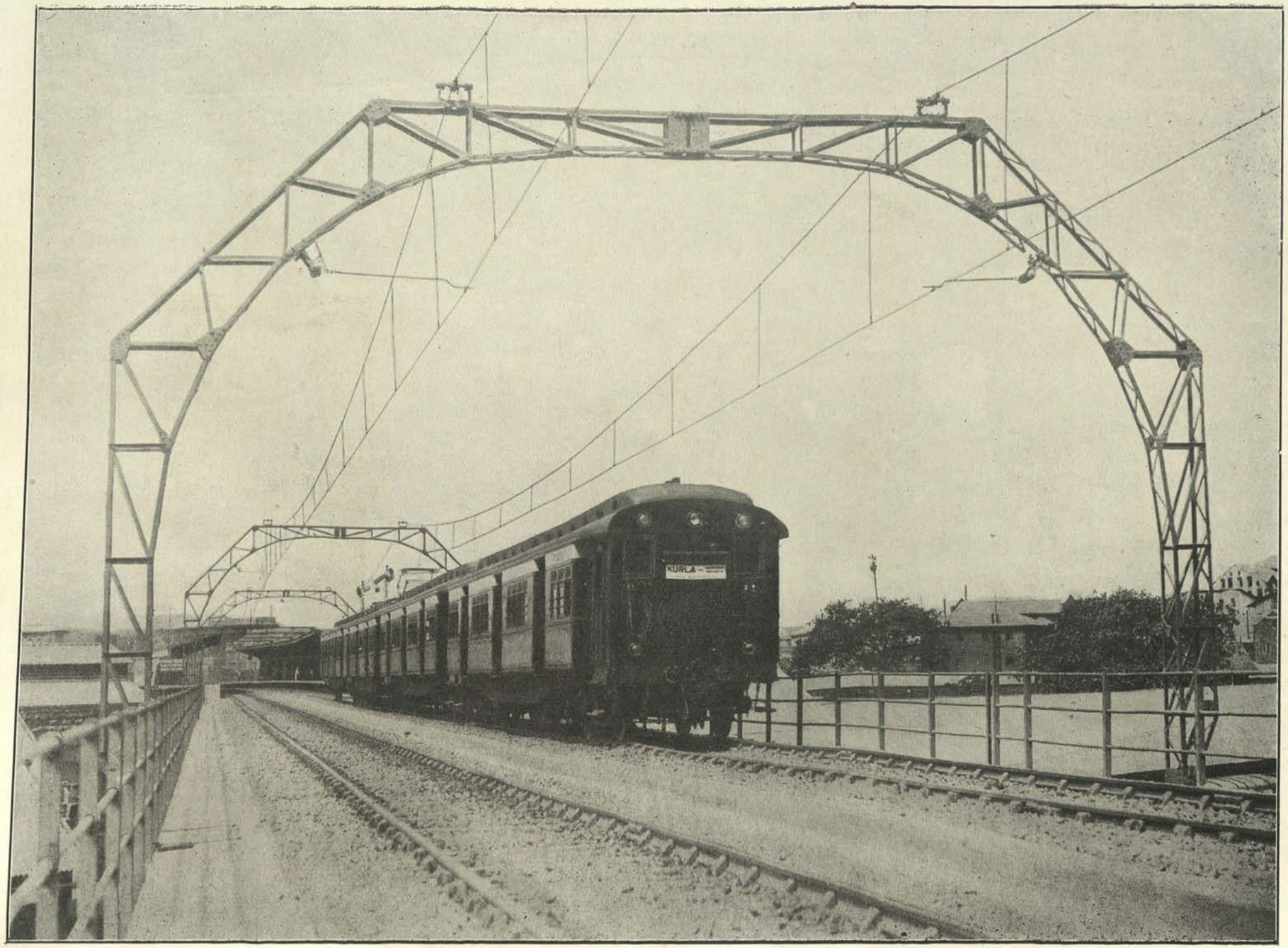
(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Secretary, Railway Board. A few of the more important Technical papers are mentioned below:—

Name.	*Author.*
The design of well foundations for bridges .	(Compiled.)
Statistics of railway working expenditure .	G. DEUCHARS.
River training and control on the guide bank system	F. J. E. SPRING.
Mountain railways	G. DEUCHARS.
Rules for the preparation of railway projects	.....
Oil fuel trials on the North Western Railway of India, 1913—16	.....
The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
The Hardinge Bridge over the Lower Ganges at Sara	Sir ROBERT GALES.
Technical education in relation to railways in America	H. L. COLE.
Indian Standard Locomotives (5′ 6″ gauge)	H. L. COLE.
Railway Statistics and the Operating Officer	Major F. H. BUDDEN.

The prices of the papers vary from Annas Four to Rupees Eight.

The books and papers can be bought from the Government of India, Central Publication Branch, 8, Hastings Street, Calcutta.



Great Indian Peninsula electric train on Wadi Bundar Viaduct.

2019/XXVI

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1924-25 & 1925-26

Volumes I & II

CALCUTTA: GOVERNMENT OF INDIA
CENTRAL PUBLICATION BRANCH
1925

CONTENTS.

CHAPTER I.—GENERAL ADMINISTRATION.

		Page.
1.	General review	1
2.	Separation of Railway from General finances	2
3.	Institution of depreciation fund	3
4.	Construction of branch and feeder lines	4
5.	Decentralisation	4
6.	Transfer of the East Indian and Great Indian Peninsula Railways to State management	4
7.	Reorganisation on railways	5
8.	Amalgamation of the East Indian and Oudh and Rohilkhand Railways	6
9.	Medical organisation	6
10.	Revision of railway risk notes	7
11.	Meetings with Agents and Local Governments Inspections	7
12.	Railways and the Legislature	8
13.	Central Advisory Council	8
14.	Standing Finance Committee for railways	10
15.	Budget debate in the Assembly and Council of State	11

CHAPTER II.—FINANCIAL RESULTS OF THE YEAR'S WORKING.

16.	Trade review	13
17.	Financial results of working	14
18.	Analysis of earnings	21
19.	Analysis of working expenses	24
20.	Economies effected during the year	24
21.	Stores balances	26
22.	Compensation claims for goods lost or damaged	27

CHAPTER III.—NEW CONSTRUCTION AND ENGINEERING WORKS.

23.	Capital expenditure	29
24.	Lines opened during 1924-25	30
25.	Lines under construction on 31st March 1925	31
26.	New open line schemes	40
27.	Electrification of railways	40
28.	Other improved facilities on open lines	43

CHAPTER IV.—ROLLING STOCK AND MATERIALS.

29.	Additions to equipment	48
30.	Standardisation of rolling stock	49
31.	New types of rolling stock	50
32.	Automatic centre buffer coupler	50
33.	Working of the wagon pool	51
34.	Wagon supplies in the coal fields	51
35.	Investigation of the working of junctions of interchange	52
36.	Value of railway materials purchased	52
37.	New stores rules and purchase of Indian manufactured articles	53
38.	Wagon bounties	53
39.	Rails and structural steel	57
40.	Investigation of sleeper supply	57
41.	Investigation of timber supply for railway carriages	58
42.	Indian coal committee	58
43.	Three years coal contracts	59
44.	Coal supply	60

CHAPTER IV.—STAFF.

	PAGE.
45. Number of staff	62
46. Cost of staff	62
47. Indianisation	63
48. Training of staff	66
49. Recruitment	66
50. Strikes	66

CHAPTER VI.—MISCELLANEOUS.

51. Increased facilities for lower class passengers	67
52. Flood damages	71
53. Accidents	75
54. Local Advisory Committees	77

APPENDICES.

A. Notes on the relation of the Government to Railways in India	79
B. Organisation for Government control	85
C. Resolution regarding the separation of Railway from General finances	91
D. Rules relating to allocation of expenditure and the depreciation fund	93
E. Resolution on the subject of financing of branch lines of railways	96
F. H. E. the Viceroy's address to the Indian Railway Conference Association, at the opening of the 1924 session	101
G. Statements of:—	
(1) Gazetted officers and officers of corresponding rank employed on Class I railways	106
(2) Subordinates drawing Rs. 250 per mensem and over, etc.	108
H. List of officers of the Railway Department (Railway Board)	110

CHAPTER I.

GENERAL ADMINISTRATION.

This report deals with the financial year 1924-25. During the year trade showed a distinct revival and the improved conditions throughout the country had a decided effect on the gross earnings of railways which reached a figure higher than ever before recorded. The various administrations without exception have handled this additional traffic at a cost which represents a substantial lowering of the operating ratio. General Review.

2. The most notable event of the year was the acceptance by the Legislature of the scheme for the separation of railway finance from the general finances of the country. Following on this acceptance the Railway Budget was prepared separately for the first time and was introduced on 20th February 1925 by the Hon'ble Railway Member in the Legislative Assembly and by the Chief Commissioner of Railways in the Council of State. The new procedure has already resulted in a definite improvement in the railway outlook, and while the general revenues are now assured of a stable annual return from railways, the Railway Board is enabled to carry out a continuous policy of improvements based on the responsibility for obtaining a fixed dividend coupled with an assurance of adequate funds for any operation which will secure such dividend. They have the further security that surpluses will be available for railway purposes and particularly for building up reserves and a depreciation fund. Considerable progress was made with new construction, and although only 233 miles of new railway were opened for traffic, at the close of the year, there were 1,201 miles under construction, representing a programme which when completed will result in an addition of some 2,285 miles to the present system.

3. Following the decision of Government referred to in last year's report the management of the East Indian Railway was taken over from the Company by the Railway Board on 1st January 1925. The arrangements which had been previously made for the transfer of the staff to Government service enabled the transfer to be made smoothly and without any change in the services rendered to the public.

During the year the reorganisation of the North Western Railway, the East Indian Railway and the Oudh and Rohilkhand Railway on a divisional basis, was carried into effect on the lines indicated in the report for last year.

The opening of the first electrified railway in India—the new Harbour Branch of the Great Indian Peninsula Railway at Bombay—on 3rd February by H. E. the Governor of Bombay was one of the notable events of the year for Indian Railways. This work is the precursor of the introduction of electric traction on a more extended scale both for suburban traffic and for long distance traffic.

The annual meeting of the Indian Railway Conference Association which took place in Simla on 9th October 1924, was honoured by the presence of H. E. the Viceroy for the first time in the history of the Conference. The speech made by His Excellency on this occasion is printed as appendix F. to this Report.

Separation of Railway from General Finances.

4. The close of last year saw the proposals of Government for separating railway finance from the general finances of the country remitted by the Legislative Assembly to a committee of the House for further consideration. The committee, and a sub-committee which it appointed, recommended that the contribution to general revenues should be raised from the five-sixths of one per cent. on the capital at charge on commercial lines originally proposed, to one per cent. on the capital at charge with, as before, an addition of one-fifth of any surplus profits; and they also recommended that, if the amount available for transfer to the railway reserve after payment of the contribution should exceed in any year three crores of rupees, one-third of the excess over three crores should accrue to general revenues. Apart from these changes, they accepted the proposals of Government on the financial side; but they asked, in addition, for an alteration in the constitution of the Central Advisory Council, so as to provide for the selection of its members from panels elected by the Council of State and the Legislative Assembly from among their members, and for the creation of a Standing Finance Committee for Railways, consisting in the main of members elected by the Legislative Assembly from their body, the members of the Standing Finance Committee for Railways to be *ex-officio* members of the Central Advisory Council. They further proposed that the estimates of railway expenditure should be discussed with the Standing Finance Committee for Railways prior to the discussion of the demands for grants, and that, if possible, the railway budget should be presented to the Legislative Assembly in advance of the general budget, with an allotment of separate days for its discussion. They also suggested that these arrangements should be subject to periodical revision, but should be tried for at least three years.

5. All these proposals were accepted by Government but the question was raised whether as a condition of the acceptance of the proposals by the Assembly, Government should not give assurances with regard to Indianisation, representation of Indians on the Railway Board, and the purchase of stores for railways, and should not also give an undertaking that no railway would be handed over to a private company without the prior approval of the Legislative Assembly. When the report of the committee came before the Assembly in the middle of September, these questions were the subject of much debate but an agreement was finally reached on the 20th September. Government undertook that the arrangements for separation should hold good only so long as the East Indian Railway, the Great Indian Peninsula Railway, and the existing State-managed railways remain under State management; that no negotiations for the transfer of any of these railways to company management should be concluded until facilities had been given for the discussion of the whole matter in the Assembly; and that, further, if any of the above railways were transferred to company management against the advice of the Assembly, the Assembly should be at liberty to terminate the arrangements for separation. Apart from the convention establishing the separation of railway finance, the Assembly also recommended the rapid Indianisation of the railway services, the appointment of Indians as Members of the Railway Board as early as possible, and the purchase of stores for State railways through the organisation of the Stores Purchase Department of the Government of India. The resolution recommending

the separation of railway from general finances was then passed without a division in the form which is given in Appendix C to this report, and this desirable and important reform became an accomplished fact.

Institution of depreciation fund.

6. The separation of the railway from the general finances made it possible to introduce several other reforms recommended by the Acworth Committee for which the Railway Board had previously worked out proposals, but the introduction of which was contingent upon the carrying out of the separation. The most important of these are the revision of the rules for the allocation of expenditure between capital and revenue and the institution of a depreciation fund. The alterations in the rules of allocation of expenditure on renewals between capital and revenue, as stated in paragraph 16 of the report of last year, can only be applied at present to State-managed railways; on the other hand the depreciation fund has been instituted on all State-owned lines, but the institution of the depreciation fund with regard to the Company-managed railways involves no alteration in the existing arrangements with the Companies, nor does it appear in the accounts of the Companies. In the Government accounts, however, the depreciation fund will, for Company-worked railways, as for State-worked railways, be credited with the annual contribution representing the annual depreciation of the year, and will, as for State-worked railways, ensure that the original cost of any particular asset will be in the fund by the time its useful life expires. Under the rules of allocation previously in force, which rules still remain in force on the Company-managed lines, the broad principle adopted was that revenue should pay for the cost of replacing or renewing property to the same standard of effectiveness as first provided out of capital funds; and that only when there was a genuine improvement of that standard should a measure of the betterment, determined in many cases by elaborate formulæ, be met from capital. Under the operation of this principle, capital, broadly stated, is still charged with the equivalent of the expenditure on the property as installed for the first time and without regard to subsequent replacements thereof from time to time. Under the new arrangements the allocation of expenditure follows the standard of original cost. When an article is replaced at a cost higher than the original cost of such article, the original cost is charged to revenue (depreciation fund) and the excess over the original cost to capital. The " standard of original cost " principle of allocation, coupled with the fundamental conditions that capital will be relieved of (*a*) the original cost of all property abandoned or destroyed and not replaced, and (*b*) the difference between the original cost of a property and the cost of its replacement, whenever the latter happens to be lower than the former, will operate to bring the amount of charge to capital into consonance with the actual cost incurred on existing structures and equipment. These conditions will counteract any drawbacks of the " original cost " principle in the direction of over-capitalisation.

7. The depreciation fund will be credited annually with an amount equal to the total expenditure to the end of the previous financial year on all units of each class of asset divided by the number of years assumed as the normal life of that class of asset, which credit continues year by year in each case until the period assumed for the normal life of each unit has expired. At the end of the assumed normal life of each unit the depreciation fund will

thus have received credit for the original cost of each asset. When any such unit has to be renewed the original cost of the article replaced will then be available in the depreciation fund. The depreciation fund has been constituted only for the purpose of providing for the cost of renewals of complete units of wasting assets. The introduction of the new rules of allocation and of the depreciation fund took effect from the 1st of April 1924, and the details of the rules will be found in Appendix D. These rules have received the approval of the Standing Finance Committee for Railways.

Construction of branch and feeder lines.

8. As stated in last year's report, proposals had been put forward in 1923-24 by the Railway Board in connection with the recommendation of the Acworth Committee regarding branch and feeder lines. These proposals received the approval of the Central Advisory Council during the year under review and were notified for public information in a resolution dated 19th February 1925 a copy of which is shown as Appendix E. The Acworth Committee had commented severely upon the system under which the money required for financing the construction of branch and feeder lines to be constructed and worked by State-owned railways was raised and pointed out that this system, while it has enabled lines to be built that otherwise could not have been built, had no other merit, and recommended that the Government, so far from approving of the continuance of this system, should aim at reducing the number of existing Companies. The Government of India, in the resolution referred to, have abolished the previous system and are now prepared themselves to find the capital required for the construction of extensions or branches to existing main systems. In the same resolution Government also announced their readiness to consider the question of constructing branch or feeder lines which were not expected to be remunerative from the point of view of railway earnings upon a guarantee against loss from a Local Government or local authority which might desire to have such lines constructed for purely local reasons or on account of administrative advantages likely to accrue in particular areas. This proposal was put forward as affording a suitable method of reconciling the interests of the Central and the Local Governments and of providing for local bodies and for Local Governments a method of securing the construction of railways which may be required for purely local reasons and which, while not likely to prove remunerative on purely railway earnings, are likely to give such benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Some such arrangements have already been made with Local Governments particularly in Burma and Madras.

Decentralisation.

9. It was stated in paragraph 18 of last year's report that the question of the delegation of increased powers to local Railway Administrations could not be dealt with in a full and comprehensive manner until a final decision had been arrived at on the proposals for the separation of the railway finances. Delegation had been made to Agents in matters relating to establishment, and during the year under report a further delegation has been made to Agents in connection with works with a view to empowering Agents to settle numerous details which under the previous rules had to be referred to higher authority.

Transfer of the East Indian and

10. The State took over the management of the East Indian Railway on the termination of the Company's contract with effect from the 1st January

1925 and the Government of India have, with the approval of the Secretary of State, retained the services of Mr. G. L. Colvin, C.B., C.M.G., D.S.O., as Agent of the line. With a few exceptions all the employees of the Company in India have also been taken over by Government and will, excluding the staff of the Audit and Accounts Department, remain under the rules and conditions of the East Indian Railway, as they stood on the 31st December 1924, in regard to pay and allowances, provident fund, gratuity and leave. The employees of the Audit and Accounts Department have for the present been taken over for one year only on the existing terms and conditions of their employment, pending a settlement of certain administrative questions affecting the position of the Indian Audit Department and its cadre. The Agent of the Railway has been invested with the powers of an Agent of a State Railway and such of the functions of the Home Board of the Company as have come under the direction of the Government of India have been assigned to the High Commissioner for India. The contract of the Great Indian Peninsula Railway Company will terminate on the 30th June 1925, and similar arrangements are being made to take over in the service of the State the staff of that Railway.

Great Indian Peninsula Railways to State management.

11. In last year's report reference was made to some of the defects and weaknesses of the departmental system of administration and the introduction of the divisional system on the North Western, Oudh and Rohilkhand and East Indian Railways was foreshadowed. During the year under review the Secretary of State sanctioned the reorganisation of the North Western Railway on a divisional basis and the new system was introduced on that railway with effect from the 1st October 1924. In accordance with this system the railway has been divided into seven divisions with headquarters at Lahore, Rawalpindi, Karachi, Quetta, Multan, Ferozepore and Delhi, each under a Divisional Superintendent who has been invested with extensive powers of control and is entirely responsible for all the executive work of the railway in his division. The Divisional Superintendents are in each case assisted in matters of accounts and finance by an Audit Officer and for this purpose Divisional Audit Offices have been formed under the control of the Chief Auditor. A corresponding change has been made at headquarters where the distribution of duties has been altered. A new post of Chief Operating Superintendent has been created and this officer has taken over all the responsibilities associated with operating which were formerly divided between the Traffic Manager and the Loco. and Carriage Superintendents. The commercial side of the work is now entrusted to a Chief Commercial Manager and Mechanical Engineering subjects including the administration of workshops to a Chief Mechanical Engineer. The new system is working well and promises to effect a marked improvement in the general efficiency of the transportation arrangements of the line.

Reorganisation on Railways.

12. The East Indian and Oudh and Rohilkhand Railways have also been similarly reorganised with effect from the 20th February 1925, the East Indian Railway being divided into four divisions with headquarters at Howrah, Asansol, Dinapur and Allahabad and the Oudh and Rohilkhand Railway into two divisions with headquarters at Lucknow and Moradabad.

Steps are also being taken to introduce the divisional system on the Eastern Bengal Railway.

Amalgamation of East Indian and Oudh and Rohilkhand Railways.

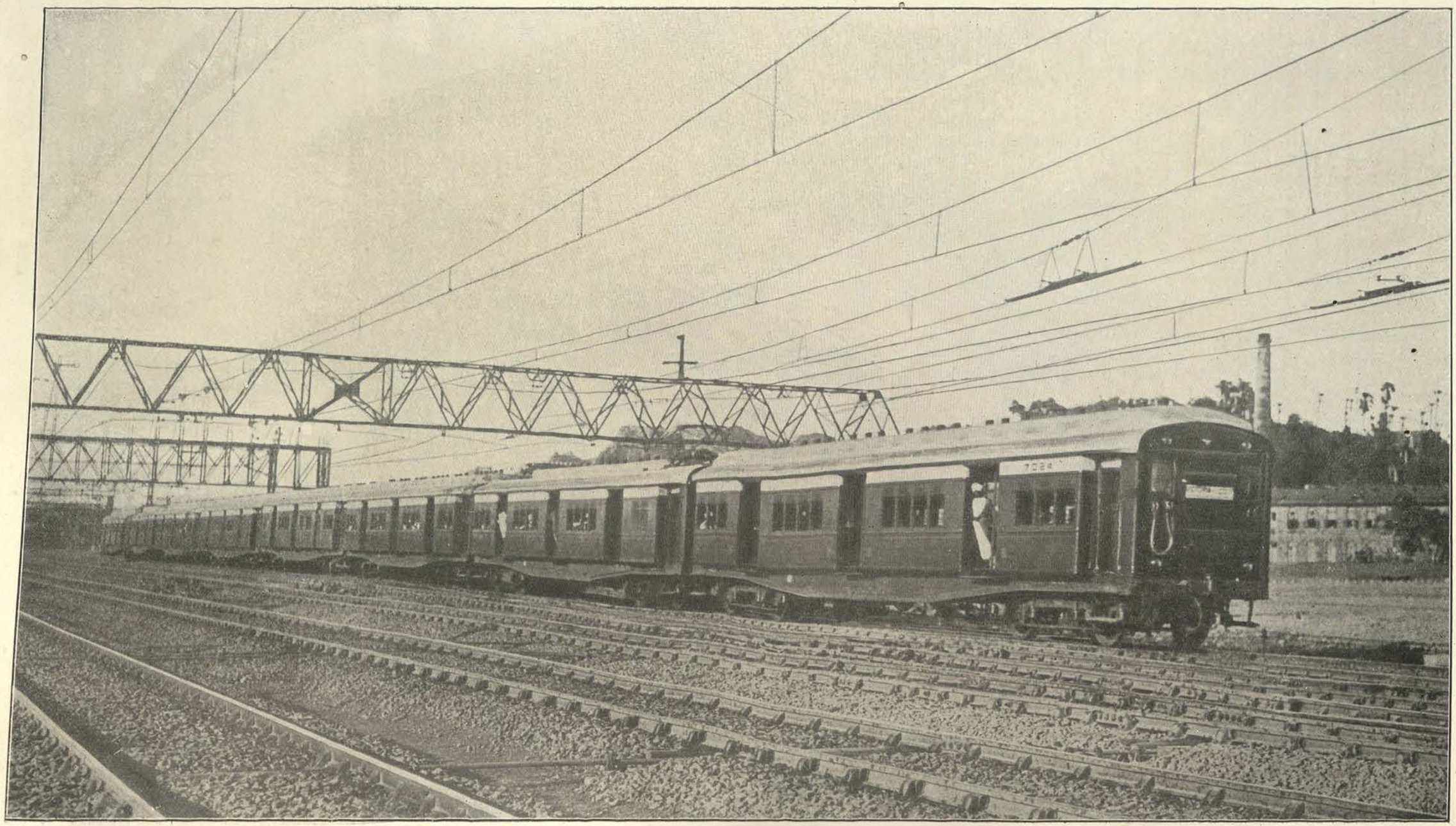
13. Another important administrative change sanctioned by the Secretary of State during the year under review is the amalgamation of the East Indian and Oudh and Rohilkhand Railways which it is hoped to effect from the 1st July 1925. This measure is one which is from every point of view desirable. The economy which must follow from the abolition of a separate central administration requires no demonstration and in respect to efficiency the advantages of the unified control of the alternative routes traversing the Gangetic Valley are almost equally obvious. Apart from this, pooling of rolling-stock and repair facilities and stocks of reserve material should provide means both for actual economy as well as more efficient working.

14. As a sequel to the acquisition and the reorganisation of the East Indian Railway, and with a view to securing the operative, administrative and economic advantages which accrue from assigning clearly defined zones to different railway administrations, it has been decided with the sanction of the Secretary of State that the East Indian Railway shall terminate at Saharanpur and Ghaziabad (with running powers from Ghaziabad to Delhi). Accordingly the Delhi-Ghaziabad Section as well as the working agency of the Delhi Umbala Kalka Railway was transferred to the North Western Railway on the 1st April 1925; and it is intended to transfer the Jubbulpore-Allahabad Section to the Great Indian Peninsula Railway on the 1st October 1925 after the latter railway has been taken over by the State.

Medical Organization.

15. The question of the adequacy of medical and sanitary arrangements on State railways engaged the attention of the Railway Board during the year under review. The existing systems for the provision of medical staff and control on State lines are different and appear in each case to have been gradually evolved as the result of successive changes to meet special difficulties rather than from any considered design. The North Western Railway is at present dependent for direct medical services on the Civil Surgeons of the districts traversed and for administrative and consultative advice on the Inspector General of Hospitals, Punjab. The subordinate medical staff are lent by the Medical Department of the province for the purpose. The position on the Oudh and Rohilkhand Railway is somewhat similar. The Eastern Bengal Railway, on the other hand, has its own Chief Medical Officer who is assisted by two District Medical Officers and apart from these officers depends for direct medical services on the Civil Surgeons and the subordinate medical staff posted to the line by the Surgeon General to the Bengal Government. The East Indian Railway and the Great Indian Peninsula Railway have each a regular medical service of their own.

The existing systems have served their purpose in the past but with the expansion of mileage and the extension of State management to the East Indian Railway and Great Indian Peninsula Railway the need for a more uniform co-ordinated procedure has become apparent. The preservation of the health of the staff and the prevention of epidemic diseases have a very important bearing on the efficient and economic working of railways and apart from the humanitarian aspect of the question an efficient medical organisation is of direct financial interest in railway administration.



Eight coach electric train approaching Kurla.

As a preliminary measure the Railway Board have secured the services of Colonel R. A. Needham, C.I.E., D.S.O., I.M.S., to examine the present system in respect to medical and sanitary arrangements on the North-Western Railway and suggest such measures as will conduce to improvement. Colonel Needham has already completed his preliminary investigation and it is expected that he will be able to submit his definite proposals during the current year.

Revision of railway risk notes.

16. As the result of a resolution passed in the Legislative Assembly in March 1922, the Government of India appointed a Committee to consider the revision of railway risk notes. The Committee, after obtaining the views of Local Governments, Railway Administrations, Chambers of Commerce and other public bodies, recommended certain alterations in risk note forms, A, B, D, G, and H. The recommendations of the Committee were considered by the Government of India in consultation with their legal advisers, and revised forms, imposing on railways a measure of responsibility greater than previously existing in respect of loss of or damage to consignments booked thereunder, were introduced on 1st October 1924.

Meetings with Agents and Local Governments Inspections.

17. During the year the policy of holding meetings of the Board with the Agents of all the principal railways for the purpose of discussing outstanding problems of importance was continued and meetings were held in October 1924 and March 1925. These meetings combined with visits paid by the Chief Commissioner and Members of Railway Board to the headquarters of Local Governments and Railway Administrations have made it possible to arrive at decisions more quickly on matters under consideration. During the year the headquarters of every Local Government and of all railway administrations have been visited either by the Chief Commissioner or a Member, and the total number of such visits paid was 31 to Local Governments and 47 to railway headquarters. Whenever a Member of the Board visits the headquarters of a Local Government that Government is informed beforehand and asked to bring up any matters which may be usefully discussed. The Governor of the Province is also informed and many opportunities have thus been given for both informal and formal discussions of railway matters. Further, visits of the Chief Commissioner and Members to Presidency towns and other important centres are notified to Chambers of Commerce and other public bodies and are advertised in the press. Besides these visits the Chief Commissioner and the Members have travelled on inspection over practically the whole of the main lines of the principal railways at different times in company with the Agents and principal officers of the railways and can claim to be in very much closer touch with the technical and other problems of the several railways than their predecessors had any opportunity of becoming.

In the course of these visits and tours, while the particular Member is able to deal with the problems put before him in a general way as representing the Board, very great advantage is found in practice in having each Member specially concerned with a particular aspect of railway working. For instance the Financial Commissioner deals specially with financial questions wherever they arise and from his knowledge of similar problems on other railways he can simplify discussions and assist in settling questions on a uniform basis. Similarly the Technical Member acquires knowledge

of the technical questions on all the railways, and can deal with current problems on a uniform basis knowing the Board's policy about standards and the co-ordination of equipment. The General Member who specialises in traffic working and personnel questions can similarly on his tours deal with such questions broadly, knowing the conditions on other railways and acting on the general policy of the Board in such matters.

Railways and the Legislature.

18. The interest shown in the previous year by the Council of State and the Legislative Assembly in the working of railways was continued during 1924-25 and of the total number of questions asked 1,237 or nearly 29 per cent. referred to railways. The majority of the questions dealt with grievances of railway employees, recruitment of staff on railways, Indianisation and stores indents and purchases.

19. The Resolution regarding the separation of Railway from General finance has already been dealt with, and the only other resolution which requires separate mention was one dealing with the grievances of railway employés. After an interesting debate lasting for two days, the resolution was carried against Government in an amended form. It recommended that the investigation should be made under the authority of the Central Advisory Council for Railways or by a sub-committee of the Council. A private Bill to amend the Indian Railways Act was also carried in the Assembly. The object of the Bill was to prohibit the reservation of compartments in railway trains for the exclusive use of persons belonging to any particular community, race or creed. The Bill was thrown out in the Council of State.

As a result of the passing of the Steel Industry Protection Bill, it is estimated that railway expenditure will be increased by approximately Rs. 33 lakhs per annum of which Rs. 20 lakhs will be a charge to the capital account and Rs. 13 lakhs to the revenue account.

Central Advisory Council.

20. During 1924-25 four meetings of the Central Advisory Council were held, two in the September session and two in the February-March session. At the meetings in the September session the following subjects were discussed :—

(1) North Western Railway contract for sleepers,
(2) Stores balances,
(3) Purchase of stores,
(4) Termination of the East Indian Railway Company's contract,
(5) Recruitment of Assistant Traffic Superintendents.

At the first meeting the reports submitted by the sub-committee appointed in March 1924, to examine the question of the North Western Railway contract for sleepers were considered and the Council made certain recommendations as to the future policy to be followed in dealing with sleeper contracts.

At the second meeting the Council approved of Government's proposals to clear off the balance outstanding to write down stores to the market value of to-day in one year. The general policy of the Government of India regarding the purchase of stores was explained by the Chairman and details were given of the action which the Railway Department had already taken on the new stores rules.

In regard to the determination of the contract of the East Indian Railway Company, the question of the re-engagement of the staff under the State was discussed and the reasons for the action taken by Government were explained.

A proposal was put forward that, until the permanent scheme of recruitment for Assistant Traffic Superintendents was brought into operation, future recruitment should be made by a Committee consisting of the Railway Board and representatives of the Central Advisory Council but it was pointed out that it was unlikely that any further recruitment would be made before the scheme was introduced. It was agreed, however, that the suggestion made would be considered.

21. At the meetings held in the February-March session the following subjects were discussed :—

(1) Railway School of Transportation at Chandausi,
(2) Financing Branch lines,
(3) Locomotive building in India,
(4) Sleeper question,
(5) Recruitment,
(6) Rates tribunal,
(7) Further tenders for the supply of wagons under bounty,
(8) English Stores Indents.

At the first meeting the work which it was proposed to carry out at the Railway School of Transportation at Chandausi was briefly explained. It was pointed out that it was considered essential that the very best possible instruction should be given at the school and economy in this matter was a purely secondary consideration as the essential object was to afford adequate training to employees in the lower ranks of the railway service to equip them for promotion to more responsible duties.

The reason for the change of policy concerning the financing of branch lines was explained to the Council and it was pointed out that the present arrangement for financing branch lines was most expensive and involved great waste of public money; by the nature of the agreements for working these lines, whereby the parent lines had in almost all cases to work these branch lines at from 45 to 50 per cent. of the gross earnings although the actual cost of working the parent lines was often 60 to 75 per cent., the profits of the branch lines were increased at the expense of the parent lines. The policy to be followed about District Board railways, the purchase of the existing branch lines and building of unremunerative lines under guarantee was explained and by a majority of 13 to 7 the new proposals for branch lines were carried.

The reasons for the decrease in the number of locomotives required in India were explained and it was stated that it was proposed to depute the Director of Mechanical Engineering with the Railway Board, who was shortly proceeding to England on leave, to study the question of locomotive manufacture in England and to verify the conclusions arrived at by the Tariff Board of the number of locomotives which it would be necessary to construct in this country in any one year to make the industry a success.

The future policy as regards the purchase of sleepers was explained to the Council who approved of a proposal to appoint a Forest Officer to assist railways in the purchase not only of sleepers but of all Indian timber required on railways.

At the second meeting the question of the future recruitment for Indian railways was discussed and the preliminary scheme put forward by the Railway Board was examined. It was decided that the proposed scheme should be further examined with a view to avoiding all discrimination in the methods of recruitment between Indian and English recruits, to providing for legitimate prospects of promotion from the local service and to deciding on the best age for recruits and their method of training.

The question of the rates tribunal was considered at length but no final decision was arrived at.

The action taken by the Board as regards the further supply of wagons under bounty and the arrangement made with the Chief Controller of Stores concerning English stores indents were explained.

Standing Finance Committee for Railways.

22. In accordance with the resolution passed by the Assembly, a Standing Finance Committee for Railways was constituted consisting of one nominated official member of the Legislative Assembly as Chairman (the Financial Commissioner of Railways) and 11 members elected by the Legislative Assembly from their body. This Committee met four times; on the 24th January and the 6th, 7th and 13th February 1925.

At the first meeting the Committee discussed the form of the budget and the number of separate demands for grants into which the vote for railway expenditure should be divided, and recommended that the total vote for Railways should be divided into fifteen different demands. This division was made for the purpose of securing that each separate demand should present an occasion for a well defined and clear cut discussion of one particular side of railway activities. The budget was prepared in accordance with the recommendations of the Committee. It was pointed out that, as explained in the original memorandum on the separation of the finances, while the division of the total vote into several grants restricted the powers of the Railway Board to make reappropriations from one demand to another, yet since railway estimates are merely the best forecast that can be made in advance of the operations of the railways during a particular year, the Railway Board would continue to sanction expenditure in excess of any individual grant subject to the liability of having to defend such action before the Standing Finance Committee for Railways and the Legislative Assembly; and the Standing Finance Committee approved of this procedure.

23. At the meeting on the 6th of February 1925 the Committee discussed the draft rules relating to the establishment of a depreciation fund and the revised rules governing the allocation of expenditure between capital and revenue. These are referred to in paragraphs 6 and 7 above. The Committee made several changes in the original draft rules, and the rules shown as Appendix D are in the form recommended by the Committee.

At the same meeting the Committee considered the programme for construction of new railways and discussed various questions of policy and the

methods to be adopted for estimating the cost and working out the financial results of such new constructions. They then dealt in detail with the individual items in the programme and approved generally of all the new projects. The consideration of the programme of open line capital expenditure and of the expenditure from the depreciation fund was taken up at the same meeting but the discussion was not completed and was postponed to the following day when the Committee finally approved of the programme put up by the Railway Board.

At the meeting on the 13th February the Committee dealt with the individual demands. These were generally agreed to, but the Committee asked that certain questions of principle raised during the discussion should be considered at future meetings of the Committee.

Budget debate in the Assembly and Council of State.

24. One of the main advantages which may be claimed for the separation of railway from general finance lies in the new budget procedure which it has rendered possible. Formerly, the Railway budget was only a part of the general budget, and the Railway demands for grants merely occupied a part of the six days set aside for the discussion of all the demands of the various Departments of the Government of India. As the result of separation, a new procedure was inaugurated in the year with which this report deals. The Railway budget was introduced on 20th February, in advance of the general budget, by the Railway Member in the Legislative Assembly and by the Chief Commissioner in the Council of State. In both Houses a separate day was set aside for the general discussion of the budget, and in the Assembly four days were allotted for the discussion of the Railway demands for grants. The budget, moreover, was not merely a departmental compilation. The contribution to general revenues being fixed, there was no longer the same necessity for keeping the Railway Budget secret, and before being presented to the Legislature, it was discussed in detail with the Standing Finance Committee for Railways. The new procedure imposes a considerable strain on those charged with the duty of defending the estimates, but there can be no doubt as to the value of the reform. It resulted in almost every branch of the Railway Administration being brought under the scrutiny of the Assembly, and numerous questions of policy were brought up for discussion by the expedient of motions for nominal reductions. In the demands upwards of 25 motions for reduction were moved, the most important being a motion to omit the whole demand for the Railway Board. This motion was defeated. Other subjects discussed were the strength of the Railway Board and of its establishment, the Indianisation of the Railway Board, the appointment of a Rates Tribunal, the reduction of third class railway fares, new Branch Line policy, the reduction of coal freights, the attitude of the Railway Board in regard to the grievances of the general public, the duties of Government Inspectors, railway accidents, level crossings, the separation of Audit from Accounts, the recommendations of the Inchcape Committee and the Lee Commission, the Indianisation of higher Railway Services, the London Boards' establishments, the arrangements for third class passenger traffic and the attitude of the Railway Administrations towards Railway Unions. Most of these motions were withdrawn, but in a few cases they were carried against Government. The most important

cuts made were one of Rs. 77,000 in the demand for the Railway Board and its establishment, one of Rs. 10 lakhs in the provision for coaching stock in order to emphasise the need for more lower class carriages and another of Rs. 10 lakhs in the provision for staff quarters.

CHAPTER II.

FINANCIAL RESULTS OF THE YEAR'S WORKING.

25. The principal results of the working of railways are summarised in the table below :—

—		Class I Railways.	Other Railways.	Total of all Railways.
(*i*) Total route mileage open for traffic.	1923-24	34,762	3,277	38,039
	1924-25	34,425	3,845	38,270
(*ii*) Number of passengers originating.	1923-24	537,048,000	30,274,800	567,322,800
	1924-25	543,982,100	32,482,100	576,464,200
(*iii*) Number of passenger miles.	1923-24	18,687,862,000	778,017,000	19,465,879,000
	1924-25	19,102,445,000	807,905,000	19,910,350,000
(*iv*) Tons originating . .	1923-24	69,885,000	2,930,000	72,815,000
	1924-25	74,628,000	3,168,000	77,796,000
(*v*) Number of ton miles .	1923-24	18,638,313,000	189,560,000	18,827,873,000
	1924-25	21,063,684,000	205,007,000	21,268,691,000

Trade review.

26. The monsoon of 1924 came late especially in north-west India but gave fairly well distributed rain over most of the country. The winter rains were unusually heavy in the United Provinces, Punjab and Rajputana, and taking the year as a whole, the rainfall was normal or in excess over the plains of India the largest deficit occurring in Orissa and Hyderabad north and amounting to about 15 per cent.

In spite of a small decrease in the outturn of wheat and winter oilseeds crops during 1924-25 the exports of wheat during the year increased from 638,000 tons to 1,112,000 tons while the export of oilseeds increased by 70,000 tons. The total production of rice was 10 per cent. higher than that of the preceding year. The outturn of the jute crop was 5 per cent. less than in 1923-24 although the exports of raw jute increased by 36,000 tons and those of jute manufactures including yarn by 65,000 tons. The yield of the cotton crop was higher by 17 per cent. but the exports of raw cotton showed a fall of 33,000 tons while cotton yarn and manufacture showed a small improvement. Sugar yielded 23 per cent. less than in 1923-24.

Imports of private merchandise showed an increase of Rs. 19 crores or 8 per cent., the largest increase being in cotton yarn and manufactures (Rs. 14·84 crores), sugar (Rs. 5·45 crores), cotton raw, woollen goods, provisions and oilman stores, oils and iron and steel. These increases were partly set off by heavy decreases under machinery of all kinds (Rs. 4·34 crores) and railway plant and rolling stock (Rs. 5·65 crores). The visible balance of trade as measured by the statistics of merchandise and treasure only was Rs. 61 crores in favour of India as compared with Rs. 96 crores a year ago. The year was, therefore, a favourable one for trade generally and

this is reflected in the fact that the total earnings of all railways increased by the phenomenal figure of nearly 7 crores, *viz.*, from Rs. 107·80 crores to Rs. 114·75 crores.

Financial results of working.

27. This figure of Rs. 114·75 crores, however, includes railways owned by Indian States and Companies for which the Government of India has no direct financial responsibility. The figures of receipts and expenditure for railways with which the Central Government are directly concerned are as follows :—

	(Omitting 000.) 1923-24. Rs.	1924-25. Rs.
Traffic receipts from Government railways	94,65,52	1,01,04,56
Interest on Depreciation and Reserve Fund balances	...	21,22
Government share of surplus profits from Subsidized Companies' railways	23,64	30,16
TOTAL	94,89,16	1,01,55,94
Working expenses including depreciation	61,05,28	62,90,78
Surplus profits paid to Companies	1,14,46	1,42,28
Interest on Government debt	22,43,61	21,27,30
Sinking Fund	47,75	...
Interest on capital contributed by Companies	3,09,95	2,67,17
Land and subsidy to Companies	5,40	3,09
Miscellaneous	15,40	13,22
TOTAL CHARGES	88,41,85	88,43,84
Net gain	6,47,31	13,12,10
Contribution from Railway to General revenues	...	6,76,97
Railway reserve	...	6,35,13

28. After meeting all interest charges, Government therefore received a net profit of Rs. 13·12 crores as against a profit of Rs. 6·47 crores in 1923-24. On the Capital at charge of the State lines, the net receipts, that is, the gross receipts *minus* the working expenses, have in recent years given the following return :—

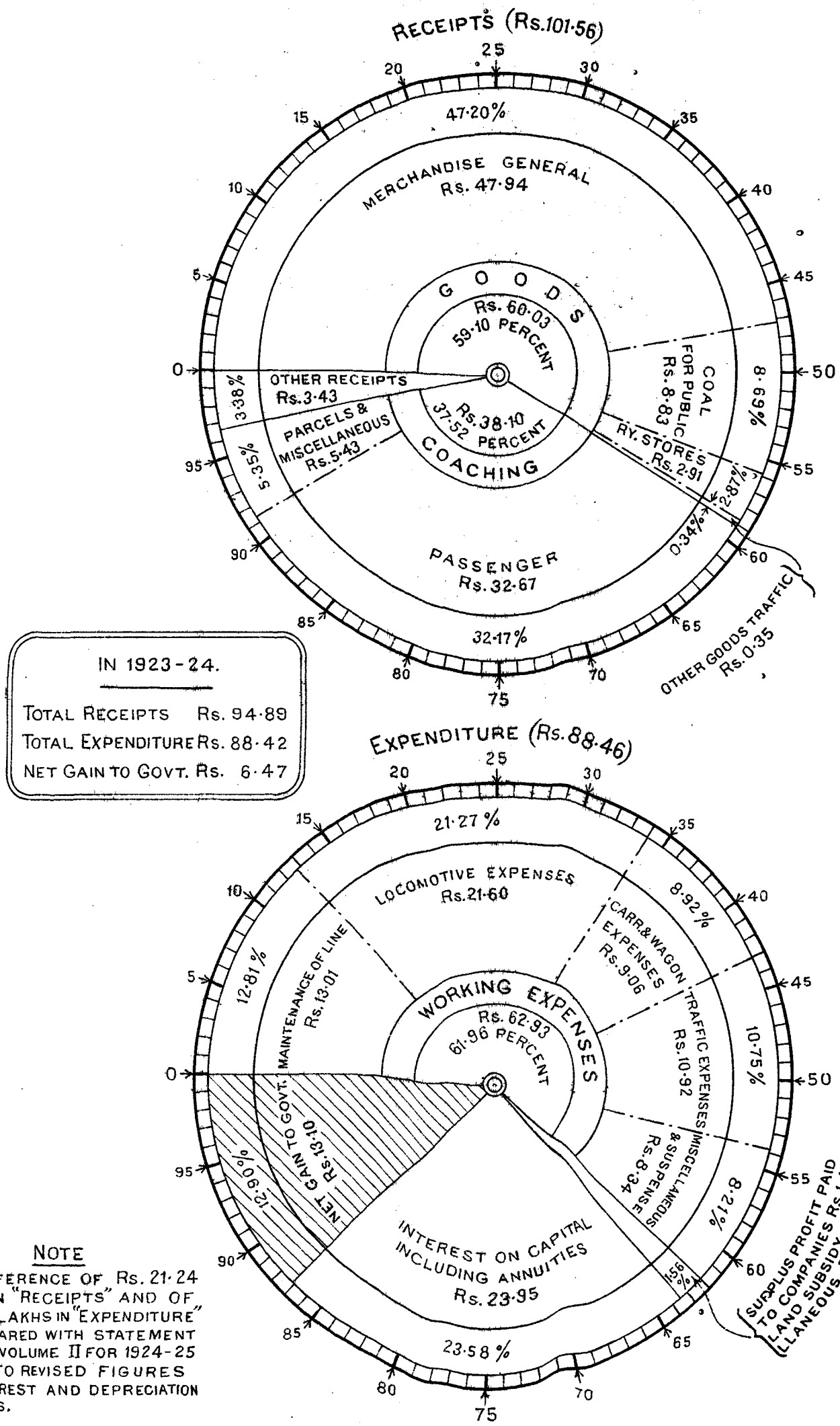
	Per cent.
1913-14	5·01
1921-22	2·64
1922-23	4·38
1923-24	5·24
1924-25	5·85

29. The contribution from the railway to the general revenues is shown in the preceding paragraph at Rs. 6,76,97. This figure is arrived at in the following manner :—

Under the convention accepted by the Legislative Assembly the railway revenues have to meet the interest charges on all capital sunk in the commercial lines, and in addition have to pay a contribution of 1 per cent. on the capital at charge plus one-fifth of the surplus profits of the penultimate year. But for the first year the contribution is paid on the results of the year 1923-24. One per cent. on the capital at charge in the year 1923-24 amounted to Rs. 5,40,42. The surplus profits of the year 1923-24 after allowing for the 1 per cent. contribution amounted to Rs. 4,50,13 and one-fifth of this amount is Rs. 90,03. The total contribution is therefore Rs. 6,30,45. In addition to these payments the railway revenues have to pay to the central exchequer one-third of the excess over 3 crores of any surplus remaining to the railways after making this payment, and this amounted to

RAILWAY RECEIPTS AND EXPENDITURE ON STATE OWNED LINES IN INDIA IN 1924-25.

FIGURES IN CRORES.



IN 1923-24.

TOTAL RECEIPTS	Rs. 94·89
TOTAL EXPENDITURE	Rs. 88·42
NET GAIN TO GOVT.	Rs. 6·47

NOTE

THE DIFFERENCE OF Rs. 21·24 LAKHS IN "RECEIPTS" AND OF Rs.13·13 LAKHS IN "EXPENDITURE" AS COMPARED WITH STATEMENT No. 4 OF VOLUME II FOR 1924-25 IS DUE TO REVISED FIGURES FOR INTEREST AND DEPRECIATION CHARGES.

Rs. 1,67,56, so that the total payment made in the year under report to general revenues from the profit of commercial lines amounted to Rs. 7,98,01. The figure of Rs. 6,76,97 is the net figure after allowing for the losses on strategic lines.

This, however, does not represent the payment that will have to be made ultimately to the State in connection with the profits for the year 1924-25. The capital of the State invested in commercial lines at the end of the year under report amounted to approximately 577 crores, and the 1 per cent. contribution on this will amount to 5·77 crores. The total gain after payment of interest charges on commercial lines in the year under report amounted to Rs. 14·70 crores, leaving a balance after payment of the 1 per cent. contribution of 8·93 crores. The State has to receive one-fifth of this, or 1·79 crores, the total contribution thus amounting to 7·56 crores. In addition to this there will have to be paid one-third of any surplus over 3 crores that will remain available after paying this contribution from the revenues of the year 1926-27. If the net revenues of 1926-27 at all approximate to the figures of 1924-25, the actual contribution from the commercial lines in respect of profits of the year under report will be approximately 8·94 crores.

30. In comparing the figures of 1924-25 with those of the previous year, the effect of two important changes in procedure which were given effect to from the 1st April 1924 must not be overlooked. One of the changes is the inclusion in the account of working expenses of the full depreciation of the year and not only the actual expenditure on renewals and replacements as in the past. The table below compares, by individual railways, the charges to the working expenses account during 1924-25 for depreciation with the actual expenditure on renewals and replacements in 1923-24 and 1924-25.

(Figures in thousands of rupees.)

Railways.	Amount spent on renewals and replacements in 1923-24.	Debit to working expenses on account of depreciation in (1924-25).	Amount spent on renewals and replacements in 1924-25.	Larger debit to working expenses in 1924-25 under new system.	Increased charge to working expenses in 1924-25 as compared with actuals of 1923-24.
State lines worked by State.					
North Western	1,60,88	2,11,97	1,25,87	86,10	51,09
Oudh and Rohilkhand	52,26	45,36	45,03	33	—6,90
Eastern Bengal	43,39	73,27	50,78	22,49	29,88
East Indian	1,27,73	1,55,18	1,38,57	16,61	27,45
State lines worked by Companies.					
Bengal Nagpur	35,61	1,02,70	41,26	61,44	67,09
Bombay, Baroda and Central India	74,60	1,07,04	70,28	36,76	32,44
Burma	38,03	41,67	32,90	8,77	3,64
Great Indian Peninsula	93,77	1,35,58	92,39	43,19	41,81
Madras and Southern Mahratta	56,91	71,08	69,48	1,60	14,17
South Indian	34,11	46,56	17,13	29,43	12,45
Other Railways	26,58	44,59	45,32	—73	18,01
TOTAL	7,43,87	10,35,00	7,29,01	3,05,99	2,91,13

It will be seen that the new procedure, which is designed to secure that the revenue account of each year includes a full and proper charge representing the equivalent of the depreciation in the property that has occurred during the year in place of the actual expenditure of the year on renewals and replacements, resulted in an additional charge to revenue of 3·06 crores.

The other important change, which has also been given effect to as a part of the arrangements for the separation of the railway from the general finances, is the relief to the railway revenue account of that portion of the annuity and sinking fund payments, forming part of the purchase price of acquired railways, which relates to the repayment of capital. The amount involved is Rs. 2·40 crores.

But before a final comparison is made of the results of the two years, it is necessary to refer to a special credit which the Railway received during the year 1924-25 from General Revenues. Prior to 1920, Railway Companies which worked State-owned railways were paying customs duty on stores imported by them for the working of the railways. In May 1920, the Great Indian Peninsula Railway raised the question that stores imported by the Company for use on the railway or otherwise for the purpose of the undertaking were "goods belonging to Government" and as such should be exempted from payment of customs duties under the proviso to Section 20 of the Sea Customs Act, 1878. The Government of India disputed this contention, and it was agreed mutually in 1922 that a case should be stated for the decision of the Bombay High Court under Order XXXVI of the Civil Procedure Code. Meanwhile other guaranteed Railway Companies similarly moved the Government of India and the Secretary of State for the exemption from payment of customs duty on stores imported by them for use on their undertakings, and it was accordingly arranged that the decision reached on the Great Indian Peninsula Railway case should be held to govern the cases of other Companies managing State-owned lines. In April 1923, the Bombay High Court gave a decision in favour of the Great Indian Peninsula Railway and on an appeal being taken to the Privy Council by the Secretary of State against this decision, the Privy Council in December 1924, upheld the decision of the Bombay High Court. As a consequence of this decision, various Railway Companies working State-owned Railways became entitled to a refund of the Customs duty paid by them from various dates and they have accordingly been paid the following amounts and these payments have been adjusted in the accounts of the Companies concerned during 1924-25 :—

——	Capital.			Revenue.			Total.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Assam Bengal Railway .	3,98,076	0	0	31,763	0	0	4,29,839	0	0
Bombay, Baroda and Central India Railway.	10,24,681	8	0	31,84,772	15	0	41,59,454	7	0
Bengal Nagpur Railway .	28,77,363	0	0	4,47,614	0	0	33,24,977	0	0
East Indian Railway .	25,02,179	0	0	21,01,614	3	0	46,03,793	3	0
Great Indian Peninsula Railway.	10,03,732	2	0	56,08,879	15	0	66,12,612	1	0
Madras and Southern Mahratta Railway.	3,66,267	0	0	14,41,829	0	0	18,08,096	0	0
South Indian Railway .	8,12,128	0	0	13,29,769	0	0	21,41,897	0	0
	89,84,426	10	0	1,40,96,242	1	0	2,30,80,668	11	0

Certain refunds have been left over for adjustment in 1925-26 as it was not possible to verify the details of the claim before the accounts for 1924-25 were closed. The amount involved is about 5½ lakhs.

While the true commercial gain from the railways during the year under report, amounted to Rs. 13,12 lakhs reduced by Rs. 141 lakhs (being the adventitious gain due to the refund on account of customs duty paid in previous years) or Rs. 11,71 lakhs, in order to bring out a true comparison of the figures for 1923-24 and 1924-25 it is necessary to eliminate the disturbing elements due to the changes in the accounting system referred to above and to re-write the table in paragraph 27 of this report by making allowance for the change in the system. The working expenses for 1924-25 (Rs. 62·91 crores) should be reduced by Rs. 2·51 crores (*i.e.*, Rs. 2·91 crores, the amount by which the depreciation charges for the year exceeded the actual revenue outlay on renewals and replacements of the previous year, less Rs. 40 lakhs, being the estimated transfer of charges from Revenue to Capital on account of the alteration of the rules for allocation of expenditure) and increased by 1·41 crores (the refund of customs duty) and should, thus, for purposes of comparison be shown as Rs. 61·81 crores. Similarly the expenditure on account of interest and other payments in the year 1923-24 (Rs. 26·22 crores) should be reduced by Rs. 2·40 crores, being the portion of the annuity and sinking funds representing the repayment of capital and should stand at Rs. 23·82 crores. The resultant figures are shown in the following table:—

[Figures in lakhs.]

—	1923-24.	1924-25.	Increase.
	Rs.	Rs.	
Total receipts	94,89	1,01,56	6,67
Deduct—			
(*a*) Working Expenses	61,05	61,81	76
(*b*) Surplus profits	1,15	1,42	27
(*c*) Interest and other payments	23,82	24,11	29
Total charges	86,02	87,34	1,32
Net gain	8,87	14,22	5,35

31. The net result of the year's working, therefore, was better than that of the previous year by Rs. 5,35 which is chiefly due to the very large increase of Rs. 6,67 in gross earnings of the railways as compared with an increase of only Rs. 76 lakhs in working expenses. While the above table gives a correct comparison of the net results of the years in question for the railways as a whole, the change in the accounting system and the adventitious reduction of working expenses owing to the refunds of customs duty affected individual railway systems in very different degrees. An analysis of the financial results of the year of individual railways is given in the statement below:—

Financial results of the working of Railways owned by the State.

(Figures in Thousands of Rupees.)

Railways.	Year.	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charges against net Revenue Receipts.		Gain.	Loss.	Interest charges included in Col. 11 but excluding Sinking Fund and Annuity charges involved in redemption of Capital.	Resultant.	
									Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.				Gain.	Loss.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
State Lines worked by State.															
North Western	1922-23	1,08,48,80	...	1,08,48,80	14,50,50	12,29,32	2,21,18	2·0	...	4,32,12	...	2,10,94	4,01,18	...	1,80,00
	1923-24	1,10,84,37	...	1,10,84,37	15,18,11	11,00,99	4,17,12	3·8	...	4,46,21	...	29,09	4,15,06	2,06	...
	1924-25	1,12,67,76	...	1,12,67,76	16,99,22	11,48,21	5,51,01	4·9	...	4,22,90	1,28,11	...	4,22,90	1,28,11	...
Oudh and Rohilkhand	1922-23	30,50,07	...	30,50,07	3,84,93	2,61,65	1,23,28	4·0	...	1,03,41	19,87	...	1,03,41	19,87	...
	1923-24	31,41,87	...	31,41,87	3,63,06	2,37,50	1,25,56	4·0	...	1,06,36	19,20	...	1,06,36	19,20	...
	1924-25	32,39,70	...	32,39,70	3,68,30	2,72,30	96,00	2·9	...	1,07,25	...	11,25	1,07,25	...	11,25
Eastern Bengal	1922-23	42,76,42	...	42,76,42	5,24,51	4,40,77	83,74	2·0	...	1,58,84	...	75,10	1,52,04	...	68,30
	1923-24	43,43,71	...	43,43,71	5,34,78	3,95,74	1,39,04	3·2	...	1,62,26	...	23,22	1,55,56	...	16,52
	1924-25	43,64,68	...	43,64,68	5,99,16	4,26,71	1,72,45	3·9	...	1,56,07	16,38	...	1,56,07	16,38	...
East Indian	1922-23	94,28,78	27,66,99	66,61,79	15,55,59	10,01,22	5,54,37	5·8	3,53	4,53,24	97,60	...	3,78,12	1,72,72	...
	1923-24	97,27,06	27,66,99	69,60,07	16,23,67	9,98,40	6,25,27	6·4	7,41	4,57,61	1,60,25	...	3,82,48	2,35,38	...
	1924-25	98,97,78	...	98,97,78	17,22,27	10,30,54	6,91,73	7·0	10,05	3,80,75	3,00,93	...	3,80,75	3,00,93	...

State Lines worked by Companies:																
Bengal Nagpur	1922-23	57,16,21	14,18,99	42,97,22	7,70,71	4,43,17	3,27,54	5·7	—3	2,42,90	84,67	...	2,42,90	84,67	...	
	1923-24	60,51,98	13,45,21	47,06,77	7,70,94	5,11,28	2,59,66	4·3	5,72	2,60,28	...	6,34	2,60,28	...	6,34	
	1924-25	63,83,54	13,16,87	50,66,67	8,39,15	5,77,16	2,61,99	4·1	4,76	2,69,00	...	11,77	2,69,00	...	11,77	
Bombay, Baroda and Central India.	1922-23	61,65,39	2,49,00	59,16,39	11,75,19	8,24,17	3,51,02	5·6	10,46	2,10,01	1,30,55	...	2,10,01	1,30,55	...	
	1923-24	63,31,71	2,49,00	60,82,71	11,95,42	7,14,87	4,80,85	7·5	13,61	2,20,69	2,46,55	...	2,20,69	2,46,55	...	
	1924-25	65,29,72	2,49,00	62,80,72	12,39,54	7,07,61	5,31,93	8·0	14,65	2,25,17	2,92,11	...	2,25,17	2,92,11	...	
Burma	1922-23	23,46,72	6,69,67	16,77,05	4,06,98	2,43,96	1,63,02	6·9	17,39	74,46	71,17	...	74,46	71,17	...	
	1923-24	26,03,69	6,69,67	19,34,02	4,11 38	2,52,26	1,59,12	6·1	34,24	83,67	41,21	...	83,67	41,21	...	
	1924-25	27,09,44	6,69,67	20,39,77	4,29,89	2,62,30	1,67,59	6·4	32,97	92,41	42,21	...	92,41	42,21	...	
Great Indian Peninsula	1922-23	99,27,34	4,87,97	94,39,37	14,82,10	11,11,08	3,71,02	3·7	...	4,25,04	...	54,02	3,34,62	36,40	...	
	1923-24	1,00,40,27	4,87,97	95,52,30	14,51,05	9,60,03	4,91,02	4·9	...	4,25,82	65,20	...	3,36,41	1,54,61	...	
	1924-25	1,01,40,79	4,87,97	96,52,82	15,29,68	9,55,00	5,74.68	5·6	4,46	3,32,24	2,37,98	...	3,32,24	2,37,98	...	
Madras & Southern Mahratta	1922-23	48,63,53	11,52,59	37,10,94	7,30,03	4,75,26	2,54,77	5·2	30,79	2,18,56	5,42	...	1,95,45	28,53	...	
	1923-24	49,25.75	11,23,43	38,02,32	7,39,55	4,34,21	3,05,34	6·2	46,25	2,16,43	42,66	...	1,93,83	65,26	...	
	1924-25	49,99,18	11,23,43	38,75,75	7,92,89	4,36,58	3,56,31	7·0	60,86	1,86,84	1,08,61	...	1,86,84	1,08,61	...	
South Indian	1922-23	24,38,61	4,83,36	19,55,25	5,10,29	3,59,09	1,51,20	6·2	2,76	93,29	55,15	...	93,29	55,15	...	
	1923-24	25,22,49	4,83,36	20,39,13	5,27,06	3,04,75	2,22,31	8·8	2,92	96,22	1,23,17	...	96,22	1,23,17	...	
	1924-25	25,86,59	4,48,39	21,38,20	5,14,78	3,12,00	2,02,78	7·7	9,60	96,54	96,64	...	96,54	96,64	...	
Other Railways	1922-23	31,58,40	3,65,89	27,92,51	3,31,31	2,06,47	1,24,84	3·9	4,50	1,18,69	1,65	...	1,18,69	1,65	...	
	1923-24	32,99,24	3,65,89	29 33,35	3,30,50	1,95,55	1,34,95	4·1	4,31	1,25,76	4,88	...	1,25,76	4,88	...	
	1924-25	33,82,05	4,39,90	29,42,15	3,69,68	1,62,37	2,07,31	6·1	4,93	1,25,30	77,08	...	1,25,30	77,08	...	
Net of Miscellaneous Receipts and Charges not attributable to any one Railway.	1922-23	...	...	...	...	...	...	...	...	...	...	4,02	...	...	4,02	
	1923-24	...	...	...	...	...	...	...	...	...	2,84	...	...	2,84	...	
	1921-25	...	...	...	...	...	...	...	...	...	13,85	...	...	13,85	...	
Interest on Depreciation and Reserve Fund balances.	1924-25	...	...	...	21,22	...	21,22	...	...	...	21,22	...	...	21,22	...	

Financial results of the working of Railways owned by the State—concluded.

(Figures in Thousands of Rupees).

Railways.	Year.	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charges against Net Revenue Receipts.		Gain.	Loss.	Interest charges included in col. 11 but excluding Sinking Fund and Annuity charges involved in redemption of Capital.	Resultant.	
									Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.				Gain.	Loss.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Total (Central)	1922-23	6,22,20,27	75,94,46	5,46,25,81	93,22,14	65,96,16	27,25,98	4·4	69,40	25,30,56	1,22,00	...	23,04,17	3,48,39	...
	1923-24	6,40,72,14	74,91,52	5,65,80,62	94,65,52	61,05,28	33,60,24	5·2	1,14,46	26,01,31	6,47,31	...	23,76,32	8,72,30	...
	1924-25	6,55,01,23	47,35,23	6,07,66,00	1,01,25,78	62,90,78	38,35,00	5·8	1,42,28	23,94,47	13,12,10	...	23,94,47	13,12,10	...
Provincial Railways	1922-23	1,28,76	...	1,28,76	2,33	2,17	16	0·1	...	5,18	...	5,02	5,18	...	5,02
	1923-24	19,32	...	19,32	4,03	3,29	74	3·8	...	3,95	...	3,21	3,95	...	3,21
	1924-25	19,96	...	19,90	2,59	2,66	—7	0·7	...	84	...	91	84	...	91
Grand Total (Central and Provincial).	1922-23	6,23,49,03	75,94,46	5,47,54,57	93,24,47	65,98,33	27,26,14	4·4	69,40	25,35,74	1,16,98	...	23,09,35	3,43,37	...
	1923-24	6,40,91,16	74,91,52	5,65,99,94	94,69,55	61,08,57	33,60,98	5·2	1,14,46	26,05,26	6,44,10	...	23,80,27	8,69,09	...
	1924-25	6,55,21,13	47,35,23	6,07,85,90	1,01,28,37	62,93,44	38,34,93	5·8	1,42,28	23,95,31	13,11,19	...	23,95,31	13,11,19	...
North Western (Commercial Lines).	1922-23	83,16,30	...	83,16,30	12,95,24	10,06,98	2,88,26	3·5	...	3,36,83	...	48,57	3,05,89	...	17,63
	1923-24	84,61,79	...	84,61,79	13,46,96	9,13,78	4,33,18	5·1	...	3,43,83	89,35	...	3,12,68	1,20,50	...
	1924-25	82,28,05	...	82,28,00	15,39,35	9,52,44	5,86,91	7·1	...	3,00,13	2,86,78	...	3,00,13	2,86,78	...
Non-Commercial (Strategic Lines).	1922-23	25,32,50	...	25,32,50	1,55,26	2,22,34	—67,08	—2·6	...	95,29	...	1,62,37	95,29	...	1,62,37
	1923-24	26,22,58	...	26,22,58	1,71,15	1,87,21	—16,06	—0·6	...	1,02,38	...	1,18,44	1,02,38	...	1,18,44
	1924-25	30,39,71	...	30,39,71	1,59,87	1,95,77	—35,90	—1·2	...	1,22,77	...	1,58,67	1,22,77	...	1,58,67

32. It will be observed that there was a very substantial improvement in net earnings upon every railway system with the exception of the Oudh and Rohilkhand, Bengal Nagpur, and the South Indian Railways. The unfavourable results on the Oudh and Rohilkhand Railway were almost entirely due to the abnormal expenditure on repairs owing to flood damages and the serious loss of earnings from interruptions to the traffic occasioned by the floods which are described in the last chapter of this report. Approximately 25 lakhs were spent during the year on making good the damage by floods, and the loss of earnings due to the same cause is estimated at approximately the same figure.

The increase in the loss on the working of the Bengal Nagpur Railway of some 5½ lakhs is entirely due to the charging against the revenue of the year of the depreciation instead of the actual expenditure on renewals and replacements. The contribution to the depreciation fund exceeded the expenditure on renewals and replacements by 67 lakhs and while there was an abnormal reduction in working expenses of 4½ lakhs owing to refund of customs duty, there was actually a net improvement in the receipts of the line of about 57 lakhs.

On the South Indian Railway gross earnings decreased by about 12 lakhs almost entirely in passenger traffic, and while the working expenses show an increase of 7 lakhs, it will be seen that there was actually an improvement in the working of the line as the debit to the depreciation fund was 29 lakhs higher than the amount actually spent on renewals and replacements.

Analysis of earnings.

33. *Passenger earnings.*—Of the total earnings of Rs. 114·75 crores, Rs. 38·76 crores or 33·78 per cent. were from passenger traffic and Rs. 66·83 crores or 58·24 per cent. from goods traffic. The earnings from passengers carried increased from Rs. 38·09 crores to Rs. 38·76 crores or 1·76 per cent.

The following table shows the numbers of and the earnings from passengers carried separately for each class for the four years previous to the war and for the last four years.

Two sets of figures are given for 1923-24 and 1924-25; one gives the number of passengers and earnings as shown in the previous years and the other includes under each class the number of and earnings from season and vendors' traffic.

Graphs are also inserted in the report showing the progressive increases in the numbers of passengers carried and of passenger miles by classes from the year 1900 onwards.

Indian Railways.

Year.	Number of passengers carried (in thousands).					Earnings from passengers (in thousands of rupees).				
	1st class.	2nd class.	Inter.	3rd class.	Season and Vendor's tickets.	1st class.	2nd class.	Inter.	3rd class.	Season and Vendor's tickets.
						Rs.	Rs.	Rs.	Rs.	Rs.
1910 . .	778	2,962	11,033	332,462	24,341	58,82	77,23	94,99	14,65,16	15,85
1911 . .	799	3,135	11,762	348,479	25,687	66,38	83,83	1,08,88	15,73,15	16,85
1912 . .	796	3,223	10,833	375,567	26,810	62,90	83,31	91,37	17,01,35	17,55

Year.	Number of passengers carried (in thousands).					Earnings from passengers (in thousands of rupees).				
	1st class.	2nd class.	Inter.	3rd Class.	Season and Vendor's tickets.	1st class.	2nd class.	Inter.	3rd Class.	Season and Vendor's tickets.
						Rs.	Rs.	Rs.	Rs.	Rs.
1913-14 .	812	3,461	12,371	419,960	30,114	68,94	88,70	1,03,48	18,37,03	19,36
1920-21 .	1,148	7,129	11,750	490,280	48,939	1,30,48	2,26,49	1,91,19	28,91,25	37,24
1921-22 .	1,125	6,404	9,264	500,515	52,376	1,38,47	2,28,87	1,45,11	28,75,29	41,58
1922-23* .	917	5,133	8,129	502,776	55,665	1,39,72	2,11,77	1,38,30	32,20,85	48,58
1923-24* .	817	4,538	8,095	512,974	58,084	1,29,80	1,95,99	1,37,88	32,91,78	51,70
1924-25 .	756	4,383	8,438	524,182	54,592	1,21,62	1,85,51	1,44,48	33,73,71	50,07
1923-24 .	1,369	10,680	12,044	572,184	†	1,31,17	2,02,73	1,41,10	33,32,82	†
1924-25 .	1,246	10,301	12,647	581,804	†	1,22,93	1,92,00	1,48,01	34,12,45	†

* Excludes the Mayurbhanj and Parlakimedi Light Railways for which detailed information is not available.
† Included under the different classes at the rate of 50 single journeys per month.

34. The numbers of, and earnings from, first and second class passengers carried still continue to decrease but the numbers of and earnings from inter class passengers show increases for the first time for some years. Third class passenger traffic continues to show increases.

35. Steps are being taken on the majority of railways to increase the number of, and earnings from, first class passengers carried by reducing fares and by introducing concessions, but the results obtained so far have not been satisfactory. During the year the East Indian Railway reduced their first class fares from 30 pies per mile to 24 pies per mile and their second class fares from 15 pies per mile to 12 pies per mile from the 1st of April 1924 and the Bombay, Baroda and Central India, Great Indian Peninsula and Madras and Southern Mahratta Railways made similar reductions from the 1st of October 1924. Other Railways have reintroduced the issue of return tickets at reduced fares or of concession tickets for periods of the year when the public are likely to travel.

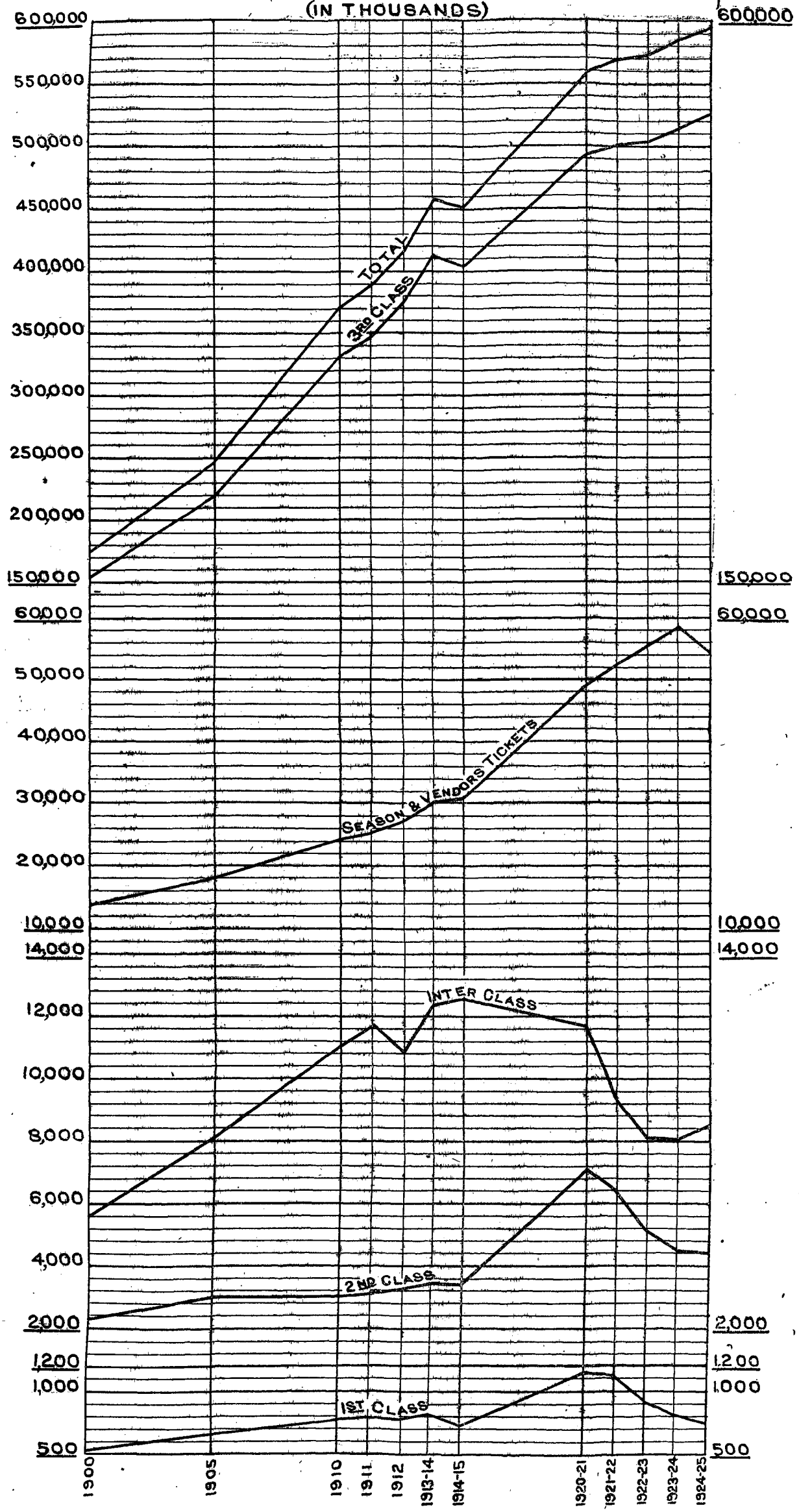
Concessions have also been given on some of the more important railways for inter class passengers while inter class fares were reduced on the Bombay, Baroda and Central India Railway during the year. The reductions on the Madras and Southern Mahratta Railway in March 1924 had the desired effect of increasing the numbers of and earnings from inter class passenger traffic and the steps taken as a whole on railways have increased the numbers of and earnings from inter class passenger traffic.

Third class passenger traffic continues to show increases both in numbers and earnings but railways are carefully watching this traffic and wherever necessary are introducing concessions or reduced fares.

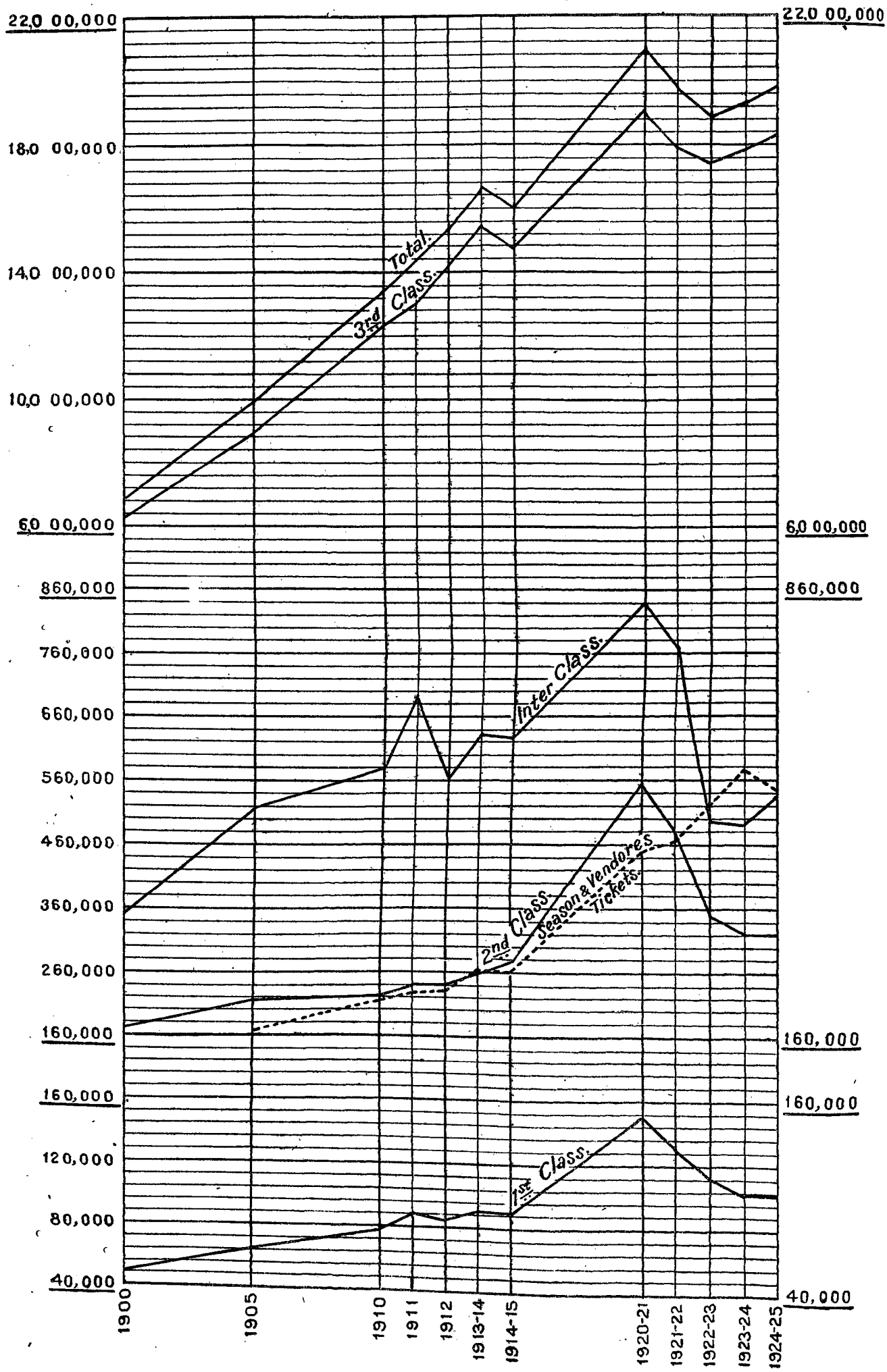
36. In 1923-24 the number of passengers found travelling without tickets amounted to $2\frac{3}{4}$ millions and on every railway action has been taken to avoid the serious loss of revenue that these figures indicate. As an illustration of the results obtained by the employment of special staff it may be mentioned that on the Assam Bengal Railway a special ticket examining staff costing Rs. 20,000 was employed during the year, and collected fares and

NUMBERS OF PASSENGERS CARRIED ON INDIAN RAILWAYS.

(IN THOUSANDS)



PASSENGER MILES
(IN THOUSANDS)
INDIAN RAILWAYS.



penalties amounting to Rs. 23,250 during the year, and detected 14,538 cases of irregular travelling and booking of luggage. Steps are being taken upon this railway to increase the staff on the Noakhali branch where, as a result of the examiners being kept for a complete month, the number of passengers booked increased by 10,000 per mensem. It has been ascertained that in the year under report 2⅓ million passengers were found travelling without tickets and it will probably be necessary to again refer to the Central Advisory Council, on the statistics available for the year 1924-25, the question as to whether an amendment to the law is not required in order to stop the heavy leakage of railway revenue from this source.

37. *Goods earnings.*—The following statement shows by commodities the number of tons of freight originating on Class I Railways and the earnings from freight carried during the last two years :—

Commodity.	1923-24.		1924-25.	
	Tons originating on Home Line in millions.	Rs. in crores.	Tons originating on Home Line in millions.	Rs. in crores.
(1) Coal and Coke	14·67	8·22	16·39	9·17
(2) Railway Stores	21·97	3·23	27·05	3·72
(3) Wheat	1·76	2·75	2·55	4·08
(4) Rice in the husk and rice not in the husk.	3·98	3·85	4·42	4·35
(5) Grain and Pulse, Jowar and Bajra and other grains and pulses.	3·54	5·48	3·99	6·06
(6) Marble and Stone	2·16	0·78	2·65	0·77
(7) Metallic ores	2·02	1·05	2·32	1·12
(8) Salt	1·12	1·43	1·66	2·22
(9) Wood, unwrought	1·53	1·62	1·43	0·94
(10) Sugar, refined and unrefined	0·56	1·22	0·70	1·64
(11) Oil-seeds	2·29	3·56	2·53	3·85
(12) Cotton, raw and manufactured	1·49	5·69	1·50	5·76
(13) Jute, raw	0·89	1·27	0·98	1·42
(14) Fodder	0·77	0·60	0·83	0·62
(15) Fruits and vegetables, fresh	0·72	0·71	0·86	0·82
(16) Iron and Steel, wrought	0·78	1·58	0·88	1·87
(17) Kerosine Oil	0·76	1·67	0·89	1·79
(18) Gur, Jagree, Molasses, etc.	0·83	1·35	0·72	1·16
(19) Other commodities	10·70	13·01	11·67	13·56
TOTAL	72·54	58·47	84·02	64·92

38. Receipts from goods earnings increased from Rs. 58·47 crores in 1923-24 to Rs. 64·92 crores in 1924-25. Increases are found under nearly every commodity, the largest being under coal and coke and wheat. Part of the increase under coal and coke is probably due to the rebate on the export of coal and coke booked from collieries on the East Indian and Bengal Nagpur Railways to Calcutta introduced from the 1st of January 1924 as exports of coal increased from 132,517 tons in 1923-24 to 228,127 tons in 1924-25.

The exports of wheat also increased from 638,252 tons in 1923-24 to 1,111,691 tons in 1924-25 and this had a marked effect on the earnings of the North Western Railway.

Analysis of working expenses.

39. The summary below shows the distribution of working expenses between the various departments:—

(Rupees in crores.)

Department.	Work.	Amount spent in	
		1923-24.	1924-25.
Engineering	Maintenance of way, works and stations.	12·28	13·04
Locomotive	Maintenance and renewal of engines, cost of fuel and running stores and other expenses relating to provision of motive power.	21·73	21·31
Carriage and Wagon	Maintenance and running of carriages and wagons.	7·99	8·92
Traffic	Commercial and transportation sides of traffic working, *i.e.*, booking of passengers and goods and arrangements for transport.	9·77	10·93
Agency and others	Agent's office expenses, audit, stores, medical and police charges, etc.	4·47	4·20
Ferry	Steam boat expenses	0·26	0·34
Difference between contribution to depreciation fund and the actual expenditure on renewals and replacements on Company-worked lines.	.....	...	1·83
Miscellaneous	Law charges, compensation, contribution to Provident Fund, etc.	4·74	2·79
Suspense and adjustments	.....	—0·19	—0·43
	Total	61·05	62·93

Economies effected during the year.

40. The campaign in economy and reduction was continued during the year and was much facilitated by the use of the new statistics now available. It is impossible in this report to give a complete record of the economies effected on every individual railway, but the following are given as illustrations of the action taken which contributed materially to the exceptionally good financial results of the year.

On the Madras and Southern Mahratta Railway a special staff was employed to control the coal consumption at a cost of approximately Rs. 69,000 per annum. As a result of their efforts, while the gross ton mileage increased by 114½ million ton-miles the fuel consumption actually showed a reduction of 15,000 tons. The saving in the coal during the year, therefore, amounted to approximately 23,300 tons representing a saving of over Rs. 4½ lakhs, or, deducting the cost of the additional staff employed, a net saving of approximately Rs. 4 lakhs.

On the Assam Bengal Railway the consumption of fuel per 1,000 gross ton-miles dropped from 224 lbs. to 188 lbs.

On the Bengal Nagpur Railway the monthly consumption of oil on the broad gauge stock decreased from 229,000 pints in March 1924 to 107,000 pints in March 1925.

The average gross weight of trains including engines on the Assam Bengal Railway increased from an average of 269 tons in the three preceding years to 316 tons.

41. The following figures illustrate the result of the more accurate compilation of statistics and of the pressure applied by utilisation of these statistics on the Eastern Bengal Railway :—

—		Quarter ending June 1924.	Half year ending September 1924.	Nine months ending December 1924.	Year ending March 1925.
Wagon miles per wagon day .	B.G.	13·7	17·4	19·8	20·1
Do. Do. .	M.G.	16·9	18·0	20·1	21·6
Net ton miles per engine hour .	B.G.	610·8	716·7	797·9	819·5
Do. Do. .	M.G.	532·2	556·8	576·1	573·9
Net ton miles per wagon day .	B.G.	104·5	114·2	127·4	133·2
Do. Do. .	M.G.	78·3	81·5	87·1	90·0
Shunting miles per 100 train miles Goods. . . .	B.G.	176·2	135·1	114·8	112·1

42. The table below gives similar figures for the East Indian Railway which show that in spite of heavier goods traffic goods trains were getting through with fewer detentions, engine power was being used more economically, fewer trains were being run to move an equivalent number of wagons and wagons were being turned round more quickly :—

	April 1924.	March 1925.
Average speed in miles per hour of main line goods trains	8·97	9·51
Total goods train miles per train engine hour .	8·73	9·28
Total goods train miles per engine hour . .	3·70	3·95
Average number of vehicles per main line goods train	47·9	50·9
Wagon miles per shunting engine hour . . .	503·0	587·9
Wagon miles per engine hour	165	191
Net ton miles per engine hour	1,537	1,579·9
Wagon miles per wagon day	38·9	45·5

43. On the Great Indian Peninsula Railway there was a considerable improvement in the wagon user figures during the year under review. The net or freight ton-miles per wagon-day increased from 364·5 in the year 1923-24 to 404·9 in 1924-25, or an increase of 11·1 per cent. This represents a saving of approximately 19·6 lakhs. This improvement was brought about by an increase in the loads of wagons and the wagon-miles per wagon-day. The former advanced from 12·6 tons per loaded wagon in 1923-24 to 13·6 tons per loaded wagon in 1924-25, and the latter from 39·0 miles per day in 1923-24 to 43·5 miles per day in 1924-25.

Further advantages from the use of statistics should be possible during the year 1925-26, as the monthly figures available will enable the railways to compare their own monthly results with those of the corresponding months of 1924-25.

Stores balances.

44. Considerable progress was made during the year in reducing still further the stores balances. There was a decrease of 4½ crores in the stores balances on all railways as shown from the following statement :—

Stores balances (in thousands)

Railways.	1921-22.	1922-23.	1923-24.	1924-25.
	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	24,81	31,48	18,38	12,30
Bengal-Nagpur	1,40,26	1,61,88	1,48,09	1,49,44
Bombay, Baroda and Central India	2,76,83	2,72,43	2,33,25	1,77,39
Burma	66,62	84,85	98,71	84,62
East Indian	3,07,15	3,55,82	3,23,41	2,40,14
Eastern Bengal	2,51,63	1,76,20	1,57,85	1,21,99
Great Indian Peninsula	4,66,49	3,88,35	3,97,77	2,89,49
Madras and Southern Mahratta	1,50,52	1,66,09	1,50,91	1,02,86
North Western	3,94,12	3,92,69	3,79,78	3,24,39
Oudh and Rohilkhand	85,35	83,37	87,25	63,96
South Indian	1,14,45	1,38,66	99,02	77,04
Other Railways	41,13	46,96	63,50	54,94
Central Indian Coalfields	...	...	...	10,09
TOTAL	23,19,36	22,98,78	21,57,92	17,08,65

45. A special Stores Officer was appointed by the Railway Board to investigate the stocks of stores and materials on State-worked Railways with a view to deciding what are surplus to their present requirements, to arranging transfers between railway administrations of their surplus stocks, and fixing the prices at which such transfers should be made, and taking generally action for the reduction of stores balances. The administrations of Company-worked Railways were informed that his services would be available for the benefit of such railways, as might desire to avail themselves of his experience.

46. As a result of the action taken during the last two years, it will be seen that the total holdings of stores were reduced by 6 crores from the figure to which attention was drawn by the Inchcape Committee resulting in an annual saving of from 30 to 35 lakhs in interest charges.

47. A further substantial reduction was effected during the year in the amounts paid under this head as will be seen from the following statement :— **Compensation claims for goods lost or damaged.**

Claims for goods lost or damaged paid by Class I—Railways (excluding Jodhpur Railway) during 1922-23, 1923-24 and 1924-25.

Railways.	1922-23.	1923-24.	1924-25.
	Rs.	Rs.	Rs.
Assam-Bengal	23,085	17,069	17,587
Bengal and North-Western	1,70,516	1,62,461	80,680
Bengal-Nagpur	1,98,972	2,63,703	2,01,889
Bombay, Baroda and Central India	15,68,572	6,44,678	6,03,064
Burma	45,183	29,319	33,662
Eastern Bengal	1,98,554	1,77,020	1,68,020
East Indian	53,02,013	40,44,089	29,07,558
Great Indian Peninsula	19,68,436	16,17,133	6,63,609
Madras and Southern Mahratta	2,21,125	1,54,162	85,548
Nizam's Guaranteed State	38,222	24,206	17,022
North Western	16,89,608	4,73,339	6,84,162
Oudh and Rohilkhand	4,97,212	2,28,531	1,53,793
Rohilkund and Kumaon	45,105	16,681	21,860
South Indian	63,951	44,502	32,045
TOTAL	1,20,30,554	78,96,893	56,70,499

The results would have been even more substantial had it not been for the unsatisfactory position on the East Indian Railway where the payments were still greater than those made on all other railways put together. There has, however, been a decided improvement on this line and during the year there was a reduction of over Rs. 11 lakhs in the payments made. The actual decrease would have been larger had it not been for the fact that during the year the number of outstanding claims cases were reduced.

All railways except the Assam-Bengal, Burma, North Western, and Rohilkund and Kumaon Railways showed decreases in the amounts paid during the year. The increases on these railways except the North Western Railway are trifling and that on the North Western Railway is partly due to the amounts paid for goods lost and damaged in the Pano Akil accident.

This satisfactory reduction of about 64 lakhs in the amounts paid as compensation for goods lost and damaged as contrasted with the figures for 1922-23, to which the Inchcape Committee directed attention, is due to the special measures referred to in last year's report involving greater attention to the custody of goods in transit, and more particularly to the action taken for fixing the responsibility in individual cases upon the staff whose duty it is to see that such losses do not occur, followed by punishment or dismissal of the staff concerned.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

Capital expenditure.

48. The total capital at charge on all railways including those under construction, up to the end of March 1925 amounted to Rs. 740·68 crores of which Rs. 655·21 crores represented the capital at charge on the State-owned railways inclusive of premia paid in the purchase of Companies' lines, the balance having been provided by Indian States, Companies and District Boards.

The capital at charge in regard to State-owned railways for which Government is responsible is made up as follows :—

	£
Liability and debt incurred in purchase of railways .	150,109,299
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	29,223,926
Net amount outstanding .	120,885,373
	Rs. (omitting 000)
Converted at Rs. 15=£1	1,81,32,81
Direct expenditure by Government	4,73,88,32
TOTAL .	6,55,21,13

Of this amount Rs. 6,07,85,90 is Government capital and Rs. 47,35,23 the capital of Companies.

49. The total capital outlay on all railways during 1924-25 was Rs. 15·50 crores of which Rs. 13·47 crores were spent on State-owned railways. The distribution of this latter figure between open line works, rolling stock, and new lines, with the figures for the previous three years and for 1913-14, is given in the following table :—

Year.	Open lines.			New lines.	Grand Total.
	Works including Stores.	Rolling stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·86	18·47
1921-22	11·20	10·02	21·22	2·11	23·33
1922-23	6·77	9·52	16·29	2·74	19·03
1923-24	7·69	9·51	17·20	2·51	19·71
1924-25	4·66	6·42	11·08	2·39	13·47

50. The distribution of the expenditure over the various lines is shown in the summary below :—

Railway.	Open lines.			New lines.	Grand Total.
	Works, etc.	Rolling stock.	Total Open lines.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal-Nagpur . . .	0·80	1·52	2·32	1·00	3·32
Bombay, Baroda and Central India.	1·28	0·59	1·87	..	1·87
Eastern Bengal . . .	0·05	0·14	0·19	..	0·19
East Indian	0·32	1·81	2·13	0·18	2·31
Great Indian Peninsula . .	0·21	0·63	0·84	0·04	0·88
Madras and Southern Mahratta	0·25	0·39	0·64	..	0·64
North Western . . .	—0·18	0·66	0·48	0·57	1·05
South Indian	0·52	—0·5	0·47	0·12	0·59
Other Railways . . .	1·41	0·73	2·14	0·48	2·62
Total .	4·66	6·42	11·08	2·39	13·47

(1) Lines opened or under construction.

Lines opened during 1924-25.

51. A total mileage of 233·48 miles was opened during the year and consisted of :—

81·91 miles . . . . . 5′ 6″ gauge.
149·90 miles . . . . . 3′ 3⅜″ gauge.
1·67 miles . . . . . 2′ 0″ gauge.

The following is the detailed list of the more important new lines opened :—

Name of line.	Gauge.	Length.	Owner.	Working Agency.	Date of opening.
Dangoaposi Gua Section .	5′ 6″	18·37	State . .	B. N. Ry. Co. .	20th February 1925.
Harbour Branch overhead connection.	5′ 6″	2·54	State . .	G. I. P. Ry. Co.	3rd February 1925.
Amla-Narkher Section . .	5′ 6″	50·16			4th September 1924.
Pedapalli-Ramgundum Section	5′ 6″	10·84	H. E. H. the Nizam's Govt.	N. G. S. Ry. Co.	1st July 1924.
Koth-Gangad Dhandhuka Section.	3′ 3⅜″	27·37	State . .	B., B. & C. I. Ry. Co.	1st March 1925.
Moulmein-Ye.					
Kalawthat-Thanbyuzayat Section.	3′ 3⅜″	8·60			25th April 1924.
Thanbyuzayat-Karokpi Section.	3′ 3⅜″	8·46			1st July 1924.
Karokpi-Tinyu Section .	3′ 3⅜″	7·59	Burma Govt. .	Burma Rys. Co.	23rd October 1924.
Tinyu Lamaing Section .	3′ 3⅜″	18·43			17th January 1925.
Pyinmana Taungdwingyi Lewe Kantha Section.	3′ 3⅜″	5·82			27th April 1924.
Kantha-Dalangyun Section .	3′ 3⅜″	20·23	Burma Govt. .	Burma Rys. Co.	23rd January 1925.
Dalangyun-Taungdwingyi Section.	3′ 3⅜″	30·43			10th March 1925.
Nawalgarh-Jhunjhunu Section	3′ 3⅜″	22·92	Jaipur Durbar .	B., B. & C. I. Ry. Co.	1st August 1924.

52. The following lines which had been previously opened for goods traffic were opened for passenger traffic also during the year :—

Name of line.	Gauge.	Length.	Owner.	Working Agency.	Date of opening.
Sibsagar Road Naginwara Section.	3′ 3⅜″	8·68	State	A. B. Ry. Co.	4th April 1924.
Alnavar Dandeli	3 3⅜″	19·12	Bombay Govt.	M. & S. M. Ry.	3rd November 1924.

53. A length of 116·70 miles of single line was doubled and opened for traffic and details are given in the following statement :—

Name of the line.	Gauge.	Length.	Working Agency.	Date of opening.
Kasunda to Dhanbad	5′ 6″	2·28	E. I. Railway	22nd April 1924.
Hazaribagh Road to Sarmatand	5′ 6″	18·59	E. I. Railway	Opened in sections in April and May 1924.
Gya to Phalgu West block hut	5′ 6″	1·04	E. I. Railway	30th January 1925.
Sone East Bank to Dehri on Sone	5′ 6″	3·10	E. I. Railway	6th March 1925.
Purulia to Kandra	5′ 6″	42·46	B. N. Railway Co.	Opened in sections between April and November 1924.
Khargpur to Cossye	5′ 6″	5·32	B. N. Railway Co.	28th July 1924.
Pyuntaza to Penmegon	3′ 3⅜″	26·47	Burma Railways	Opened in sections between September 1924 and March 1925.
Falaknuma to Bolaram	3′ 3⅜″	17·44	H. E. H. the Nizam's Guaranteed State Railway.	1st April 1924.

54. The following alterations of gauge were made during the year :—

Name of the line.	Gauge.	Length.	Date of opening.
Wankener Morvi Section, Morvi Railway.	Converted from 2′ 6″ to metre gauge	15·83	19th June 1924.
Santahar Parbatipur Section, E. B. Railway.	Converted from 3′ 3⅜″ to 5′ 6″ gauge	60	1st July 1924.

The line between Kilokri to Delhi New Capital a length of 6·59 miles —was diverted and opened on 17th December 1924.

55. A total of 1,200·76 miles of lines was under construction at the end of the year, consisting of the following :— **Lines under construction on 31st March 1925.**

658·56 miles 5′ 6″ gauge.
488·69 miles 3′ 3⅜″ gauge.
53·51 miles 2′ 6″ and 2′ 0″ gauges.

56. The following table shows the progress reached on certain lines as well as the names of the constructing agencies :—

Name of line.	Gauge.	Length.	Constructing Agents.	Progress of Work on 31st March 1925. Proportion completed.
Barabil Branch	5′ 6″	4·43	Bengal Nagpur Railway Company.	·50
Argada Branch	5′ 6″	1·60		·80
Dharmband-Kharkharee	5′ 6″	2·50		Construction recently sanctioned.
Guttitangar Branch	5′ 6″	7·23		·14
Bokharo-Ramgarh (Bermo-Duneya).	5′ 6″	18·75		·99 on Bermo swang. ·98 on Swang-Duneya.

Name of Line.	Gauge.	Length.	Constructing Agents.	Progress of work on 31st March 1925. Proportion completed.
South Karanpura (Duneya to a point near Damoodar river).	5′ 6″	19·26	Bengal Nagpur Railway Company.	·85
Hesla-Chandil . . .	5′ 6″	76·07		·55 on first 36·44 miles. ·42 on the remaining portion.
Talcher Coalfields . . .	5′ 6″	61·00		·70
Central Indian Coalfields . .	5′ 6″	300·00	State Agency . . .	·03 on 167·52 miles.
Chandrapura Gomoh Chord .	5′ 6″	9·97	East Indian Railway . .	·53
Majri-Rajur	5′ 6″	13·22	Great Indian Peninsula Railway	·94
Kazipett Bellarshah (Ramgundum) Tandur Section	5′ 6″	149·50	Nizam's Guaranteed State Railway Company.	·70 on Ramgurdum Goliara section. ·07 on Goliara Tandur section.
Karipalli-Kothagudium . .	5′ 6″	24·52		·85
Rikhikesh Road Rikhikesh	5′ 6″	7·12	Oudh and Rohilkhand .	·01
Khyber (Jamrud Landikhana) .	5′ 6″	26·35	North Western Railway . .	·90
Shoranur Nilambur . .	5′ 6″	41·28	South Indian Railway Co. .	·15
Sibsagar Road Khowang . .	3′ 3⅜″	38·79	Assam Bengal Railway Co. .	·33
Pharendra Nautanwa Extn. .	3′ 3⅜″	25·26	Bengal and North Western .	·55
Ramnagar Suratgarh with a branch from Bugia to Anupgarh.	3′ 3⅜″	115·00	Bikaner Railway.	·7
Hanumangarh-Sirsla. . .	3′ 3⅜″	71·06		·06
Bauktaw-Mingaladon. . .	3′ 3⅜″	11·00	Burma Railways Company.	·30
Taungdwingyi-Kyankpadang .	3′ 3⅜″	71·00		Construction recently sanctioned.
Moulmein-Ye . . .	3′ 3⅜″	89·00		·90
Segyi-Ye-U	3′ 3⅜″	23·54		·56
Pegu-Kayan	3′ 3⅜″	36·93		·40
Heho-Tayow Extn. . .	3′ 3⅜″	9·00		Construction recently sanctioned.
Marwar-Sanderao . . .	3′ 3⅜″	77·83	Jodhpur Railway . .	·46 on Marwar Jujawar section. ·13 on Jujawar Desuri section.
Nanjangud-Hardanhalli . .	3′ 3⅜″	33·00	Mysore State Railways . .	·05
Halvad-Maliya Extn. . .	3′ 3⅜″	26·00	Dhrangadhra Durbar . .	Construction recently sanctioned.
Gadwal-Kurnool . . .	3′ 3⅜″	39·50	Nizam's Guaranteed State Railway Co.	·91
Prachi Road Janwda . .	3′ 3⅜″	7·50	Junagad Railway . . .	·37
Villupuram-Trichinopoly . .	3′ 3⅜″	110·50	South Indian Railway	·02
Virudunagar-Tenkasi . .	3′ 3⅜″	76·32		·05
Pandharpur-Miraj Extn. . .	2′ 6″	82·34	Barsi Light Railway .	Construction recently sanctioned.
Dholpur-Rajakhera . . .	2′ 6″	22·34	Dholpur Bari Railway .	·16
Bilimora-Kala-Amba-Jharia .	2′ 6″	2·44	Gaekwar's Baroda Railways .	·86
Anjar Bachau	2′ 6″	23·75	Cutch State Railway .	·03
Parlakimedi-Gunupur Extn. .	2′ 6″	31·63	Parlakimedi Light Railway .	Construction recently sanctioned.
Extension and realignments round Lashkar Gwalior and Moror	2′ 0″	19·00	Gwalior Light Railway . .	Extensions round Lashkar opened and the remaining lines are under construction.

57. The following are brief notes on some of the more important lines opened or under construction during the year excluding lines in Burma and Southern India which are dealt with separately.

Itarsi-Nagpur Railway:

The Amla-Narkher section was opened for traffic on the 4th of September 1924 and this marked the completion of the Itarsi-Nagpur Chord which opens up a part of the Central Provinces particularly rich in minerals. This chord is about 185 miles in length and reduces the distance from Delhi to Nagpur by about 250 miles and in conjunction with the Balharshah Extension Railway, which is being constructed by His Exalted Highness the Nizam's Guaranteed State Railway, will give direct southerly communication with Madras and will reduce the distance between Delhi and Madras by over two hundred miles.

The Balharshah Extension Railway is now open for traffic from Kazipet to Ramgundam south of the Godavery river, the section from Ramgundam to Pedapalli having been opened to passenger traffic on 1st July 1924. There still remain about 92 miles of construction to complete the project and this includes the crossings of the Godavery and Wardah rivers and also of a difficult track of country between these rivers.

Ahmedabad-Dholka Railway.

The section Koth Kangad-Dhandhuka forms the last portion of the Dholka-Dhandhuka Extension which places Ahmedabad in through metre gauge connection with Botad, a station on the Bhavnagar State Railway. This new connection is expected to benefit considerably the trade of the Bhavnagar State in South-East Kathiawar.

Alnavar-Dandeli Railway.

The Alnavar-Dandeli line was constructed in 1918 by the Madras and Southern Mahratta Railway as a light railway on behalf of the Government of Bombay for the purpose of exploiting the forests of the north Kanara District. It was opened for goods traffic on the 1st February 1919 and for passenger traffic on the 3rd November 1924.

Khyber Railway.

The construction of the Khyber railway is approaching completion and the line is expected to be ready for opening to all kinds of traffic in November 1925.

Central Indian Coalfields Railway.

This consists of the Daltonganj-Barwadih (formerly Daltongunj-Hutar) Section, the Barwadih-Barka Kana (formerly Hutar-Hesla) Section and the Anuppur-Semra Section.

The Daltongunj-Barwadih length is an extension of the Sone East Bank-Daltongunj Branch of the East Indian Railway and connects this Branch with the Barwadih-Barka Kana line now under construction. This connection will form an outlet for coal obtained from the South Karanpura Coalfields to the industrial centres of the United Provinces and the Punjab *vid* the East Indian Railway Grand Chord and Moghalsarai.

The Barwadih-Barka Kana Section (97 miles in length) connects Barwadih with the Hesla-Chandil Railway now under construction by the Bengal Nagpur Railway Administration and will form, in conjunction with the Daltongunj-Barwadih Extension, another outlet for coal obtained from the West Bokharo and South Karanpura Coalfields; this will obviate the necessity for such traffic adding to the congestion at Gomoh Junction and passing over the steep inclines of the East Indian Railway Grand Chord Line. It will also eventually form part of a through line extending to Anuppur, on the Bilaspur Katni Branch of the Bengal Nagpur Railway which will reduce considerably the distance coal has to be carried from the above-named collieries to the west of India, when the prospects of traffic offering warrant its construction. The line generally follows the valley of the Auranga river from Barwadih up to the water shed near Chandwa and then descends the valley of the Damuda river to Barka Kana. Progress has been satisfactory in view of the fact that the country traversed contains no roads, sparse population and scanty food supplies.

The Anuppur-Semra Section (some 50 miles in length) is at present only a branch line starting from Anuppur, a station on the Bilaspur and Katni Branch of the Bengal Nagpur Railway, and running due east into the Feudatory State of Korea, but will eventually form part of the through route from Barwadih referred to above. The immediate object of this branch is to open up the coal deposits found in the Korea State. So far little progress has been possible owing to the formalities necessary in obtaining possession of the land.

Helsa Chandil Railway.

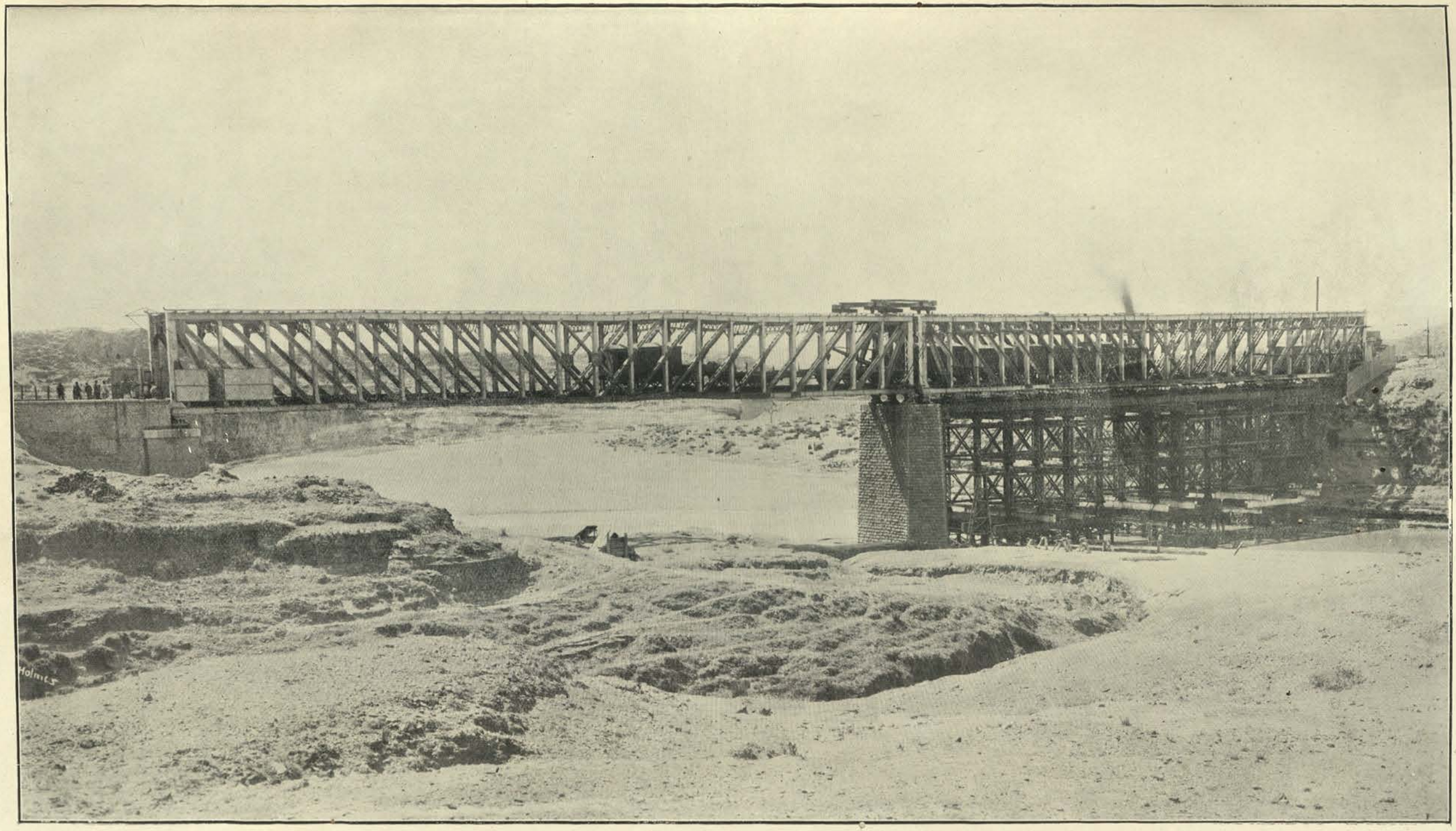
This line starts from Hesla (now Barkakhana the terminus of the South Karanpura Railway) and joins the Bengal Nagpur Railway main line at Chandil on the Purulia-Sini section. The object of the line is to afford an alternative outlet to the south for coal from West Bokharo and the South Karanpura coalfields. The line will be about 76 miles long and by the end of the year about 55 per cent. of the work had been completed on the first 36·44 miles and about 42 per cent. on the remaining portion.

Talcher Coalfields Railway.

This line takes off the main line between Kapilas Road and Jagatpur on the east coast section of the Bengal Nagpur Railway and will serve the Talcher coalfields. It is about 61 miles in length. Good progress has been made with the construction of this line which commenced in November 1922, and about 70 per cent. of the work has been finished. Some difficulty has been experienced with the foundations of the Bangursinga and Nondara bridges, in both of which well sinking has had to be resorted to.

Karepalli-Kothagudium Railway.

Good progress has been made on this Branch line which is 24½ miles long and connects with the broad gauge Dornakhal-Singareni Collieries branch line at Karepalli.



Strengthening of Haro Bridge, North Western Railway (in progress), to carry standard III loads.

Barsi Light Railway.

Sanction was given to start work on the Pandharpur Miraj Extension on 1st January 1925, but the only work done up to the end of March consisted of marking out the land for acquisition. The object of this extension is to open up the district between Pandharpur and Miraj which in parts is very badly provided with roads, and this lack of communications prevents the ryots in this area transporting at reasonable rates their surplus produce to the market towns of Miraj and Sangli at one end, and Pandharpur and Sangola at the other end. This extension will also provide railway communication for pilgrims coming from the Southern Mahratta country to Pandharpur the chief pilgrimage centre for Mahrattas in the Bombay Presidency.

Nanjangud-Hardanhalli.

The construction of this railway, 33·11 miles in length, which forms part of the Nanjangud Erode railway, has been held in abeyance since 1921 owing to lack of funds but work was resumed in March. The line will be taken for the present up to Chamarajanagar, a distance of 22·12 miles from Nanjangud.

Delhi New Capital (Railway) Works.

A diversion of the Agra-Delhi Chord Railway, which was opened for passenger traffic on 17th December 1924, forms part of the project known as the Delhi Railway Works Scheme which had its inception in a consideration of the railway requirements of the New Imperial Capital. The original proposals have been revised more than once and the project as so far carried out has been confined to (1) the Agra-Delhi Chord Diversion, which has been constructed as for a double line as regards sub-grade, except on the reinforced concrete arched bridges in the new city area where provision has been made for a quadruple line; (2) the first phase in the building of the new interchange passenger station, which includes (*a*) A platform $800' \times 20'$ for ceremonial purposes, (*b*) The State Entry Road and formation of the site for the ceremonial reception of the Viceroy, (*c*) A dock platform for unloading motors, horses and carriages.

(2) Extensive new construction programmes in certain areas.

58. In last year's report it was stated that the Railway Board had under investigation the prospects of a large number of projected railways. This investigation has been continued during the year under review and most of the schemes previously postponed for lack of funds besides a number of new schemes have been examined. It has been decided to push forward the construction of all schemes likely to prove remunerative and the programme of new lines, the construction of which will be put in hand by the end of 1925-26, comprises 2,144 miles. The areas which are recognised to be among those requiring the most urgent development by means of railway extensions are Burma, South India, and the coalfields area in Bihar and the Central Provinces. The progress of railway construction in the coalfields area in Bihar and the Central Provinces has already been described above, and the following paragraphs describe what is being done in Burma and South India and also the more important of other lines under consideration.

(a) *New Railways in Burma.*

Burma presents an interesting study in the progress which results from railway construction and the history of the various lines which have been built shows invariably a rapid increase in financial returns after the first few years.

Certain aspects of the problem must, however, be borne in mind in order that the situation may be properly appreciated. Climatically the country may be divided into three main zones, the southern portion being hot and damp, the central portion hot and dry, and the northern portion cold and wet. This, however, is a generalization which requires qualification from the topographical point of view, for the country essentially consists of a number of parallel valleys running roughly north and south with ridges of rough hill country between them. These valleys support large paddy crops in the south and north, and dry crops such as oilseeds and groundnuts in the central zone, while the hills are well forested and supply timber and other forest products besides affording opportunities for fruit culture. Speaking generally, the development of Burma waits on population, while one of the reasons for the sparseness of population is the difficulty of intercommunication and transport between the valleys.

The work of railway extension naturally falls into three main divisions. Firstly, there is the opening up of valleys which at present have no communications. Secondly, there is the provision of feeders, branches and loops within the area already served so as to cheapen the cost of bringing traffic to the main line. And thirdly, there is the question of connections with India, China and Siam, each of which has its own special problems.

During the year under review the following sections of railway were opened :—

(1) *Moulmein Ye.*

43·08 miles of this line were opened for traffic in addition to the 26·61 miles already being worked. Rails had been linked through to Ye by the 31st March and preparations made to open early in 1925-26. This line will probably at some future date form part of the main route from Rangoon to Bangkok but it is at present an isolated branch line separated from the remainder of the system by the estuary of the Salween. It is being boult under a guarantee from the Burma Government.

(2) *Pyinmana-Taungdwingyi.*

By March 31st, 1925, this line was opened for passenger and goods traffic as far as Dalangyun while the last section Dalangyun to Taungdwingyi was opened for goods traffic. This alignment forms part of one of the proposed routes for a possible Indo-Burma connection railway.

Various other branches are under construction including :—

(1) *Segyi-Ye-U.* 23·54 miles in length, is an extension of the Sagaing-Segyi branch and its construction is nearing completion.

(2) *Pegu-Kayan.* 36·93 miles in length. Construction has been carried on throughout the year but though the work is well advanced it has not yet been possible to open any of it to traffic.

Other important railways which are proposed include :—

(1) the extension of Pyinmana-Taungdwingyi line through Natmauk to Kayoukpadaung,
(2) the Taungdwingyi-Magwe line.

Other lines of less importance are the Mandalay-Madaya suburban railway and the extension of the Malagaon-Bauktow line to New Cantonment East in the neighbourhood of Rangoon.

Surveys will be necessary before further construction can be undertaken and perhaps the most important group of lines to be surveyed are those to serve the Pakhoko District west of the Irrawady. The extension of the Taungdwingyi line to Kayoukapadaung and to the river in the neighbourhood of Pagan will provide, with a ferry across the river a possible starting point for a line to serve these districts, while the extension to Magwe, with a ferry across to Minbu will afford an alternative route to the same area.

Another valley which appears to offer opportunities of development is the fertile valley running northwards from the Inle lake to the neighbourhood of Hsipaw in the Northern Shan States.

A survey is at present proceeding for the extension of the Moulmein Ye line to Tavoy and Sinbyubin and in view of the possibilities of development at Mergui and in the neighbourhood this survey will be carried on to that place. The country lying between Tavoy and Mergui is said to be rich in timber and minerals and is suitable for rubber cultivation but is practically debarred from development by lack of communications.

As regards international connections the question of railway connection with China has been much debated in the past and there has been support for three possible routes. The first is the Bhamo-Tengyueh line which would more or less follow the caravan route to Talifu in Yunan and assist the caravan traffic to the Irrawady at Bhamo. The second is the extension from Lashio to Kunlong ferry on the Salween river. The third is the extension of the proposed Ta Hapalai Namtu line to Muse on Sweli river opening up the thickly populated Namkham valley. This question, however, is not one which can be examined at present.

The connection with India presents very considerable difficulties. The surveyed route through the Hukong valley is not a practical financial proposition and it may be ruled out of consideration. The question of the construction of the Chittagong-Akyab line has been examined but at present would not be remunerative. From the coast to the existing railway system in Burma there is no easy route but a search is being made for what is known as " Sawbwa's route " a traditional way through the mountains of south Arracan, which has been abandoned and forgotten. There is also the possibility of a connection with Siam to be considered.

In considering the problem of future extensions it must be remembered that it is not possible to rely on indigenous labour and that all labour has to be imported. This necessity must limit the rate of construction at any rate in the early stages because the labour force has to be gradually built up, and if construction is to be done on economical lines it is essential that it should not be spasmodic but continuous.

(*b*) *South India.*

The problem of railway development in South India was discussed at some length in last year's report and considerable progress has been made during the year under review towards the improvement of existing facilities in this part of the country and in starting the construction of new lines. A comprehensive construction programme for South India to be executed during the next few years has been drawn up and it is hoped to be able to work up to a construction programme which will result in the addition of 250 miles of new railway a year over a period of six years.

(*1*) *Shoranur-Nilambur Railway.*

The estimate for this extension on the 5′ 6″ gauge which will run through the Moplah country was sanctioned in May 1924 and work was taken in hand in the following September. This line will be about 41 miles in length and is an important measure for the reconstruction of Malabar. It is being constructed under a guarantee from the Madras Government.

(*2*) *Villupuram-Trichinopoly Chord Railway.*

The final location and land acquisition for this line which will form an alternative route between Madras and Trichinopoly are in progress, and necessary arrangements are being made to start construction.

(*3*) *Virudunagar-Tenkasi Railway.*

The final location and land acquisition for this line which will be about 76 miles in length are in progress.

Other important projects are under examination and of these it has been decided to proceed at once with the construction of the Dindigul Pollachi line, 74 miles in length, with a view to providing direct communication between the West Coast and the Madura District and to opening up the intervening district. The other important projects in this area, which it is hoped will be undertaken shortly, include :—

(*a*) Arantangi-Karaikudi-Manamadura Railway.
(*b*) Trichinopoly-Pudokottai-Karaikudi Railway.
(*c*) Salem-Attur-Vriddhachalam-Cuddalore Railway.
(*d*) Madura-Bodinayakanur Railway.
(*e*) Tinnevelly-Nagercoil Railway.
(*f*) Erode-Satyamangalam Railway.
(*g*) Nanjangud-Tellicherry Railway.

(*4*) *Raipur-Parvatipur Railway and the development of Vizagapatam as a major port.*

The construction of the Raipur-Parvatipur section—260½ miles in length—of the Raipur-Vizianagram Railway and the development of Vizagapatam as a major port were sanctioned by the Secretary of State in March 1925. The proposed Raipur-Parvatipur Railway will traverse near its centre the largest remaining area of India which is devoid of railway communication. This triangular area which measures some 125,000 square miles is bounded on the north by the Bengal-Nagpur Railway and the Great Indian Peninsula Railway, on the west by His Exalted Highness the Nizam's

Guaranteed State Railway and on the south-east by the Madras and Southern Mahratta and Bengal-Nagpur Railways along the east coast.

The construction of a line between Raipur and Vizianagram has been under consideration for many years. A reconnaissance was made in 1881-82 and a detailed survey was carried out in 1897-98. The Secretary of State sanctioned the project in 1905. Work was commenced between Vizianagram and Parvatipur and this section—49 miles in length—was opened for traffic on the 1st of April 1909. Lack of funds, however, prevented the work being proceeded with beyond Parvatipur. Since then the estimates have been carefully revised and this construction is now linked with the development of Vizagapatam as a major port.

The commercial value of the scheme as a whole may be summarised as follows:—

(1) the development of the East Central Provinces by providing a shorter and cheaper lead to a seaport,
(2) the development of the Northern Circars which at present have no adequate port,
(3) the provision of an alternative and probably cheaper port for Upper India particularly the Jubbulpore, Allahabad and Cawnpore area,
(4) the provision of an additional port on the east coast of India which now has no safe harbour for 900 miles between Calcutta and Madras,
(5) the relief of congestion at the port of Calcutta, and also, to some extent at Bombay and on the railways leading to them,
(6) the provision of railway communications through an area of 125,000 square miles,
(7) direct railway communication between the neighbouring provinces of the Central Provinces and Madras which at present are only connected by a long detour *viâ* Khargpur on the one side and *viâ* Manmad on the other,
(8) the opening of a through railway route between Madras and Upper India *viâ* Bilaspur and Katni and then,
    (*a*) *viâ* Allahabad, and
    (*b*) *viâ* Bina and Jhansi.

The development of Vizagapatam will be undertaken by the Central Government through an Engineer-in-Chief in direct control and with this officer an Advisory Board constituted as far as possible on the lines of a Port Trust will be associated. Grants for the capital outlay for this work will be allotted by the Legislative Assembly apart from railway funds.

(*c*) *Other Projects.*

Of other projects in different parts of India the construction of the Furkating-Badulipara Railway in Upper Assam has been decided on and of those at present under examination the more important are:—

(1) Agra-Bah Railway.
(2) Karimganj-Longai Valley Railway.
(3) Calcutta Chord Railway.

(4) Ghordewa Coalfield Railway.
(5) Narowal Amritsar Railway.
(6) Nadidavolu-Narasapur Railway.
(7) Gudivada-Bhimavaram Railway.

New open line schemes.

59. The following new open line schemes were sanctioned during the year under review :—

(1) Remodelling Trichinopoly Junction and Fort Stations—South Indian Railway.
(2) Remodelling of Parbatipur station yard in connection with the conversion to broad gauge of the Parbatipur-Siliguri Section of the Eastern Bengal Railway.

The undermentioned new schemes were under consideration :—

(1) Marshalling Yard at Tondiarpet, Madras and Southern Mahratta Railway.
(2) Victoria Terminus Remodelling—Great Indian Peninsula Railway.
(3) Terminal facilities at Grant Road for the Bombay, Baroda and Central India Railway.

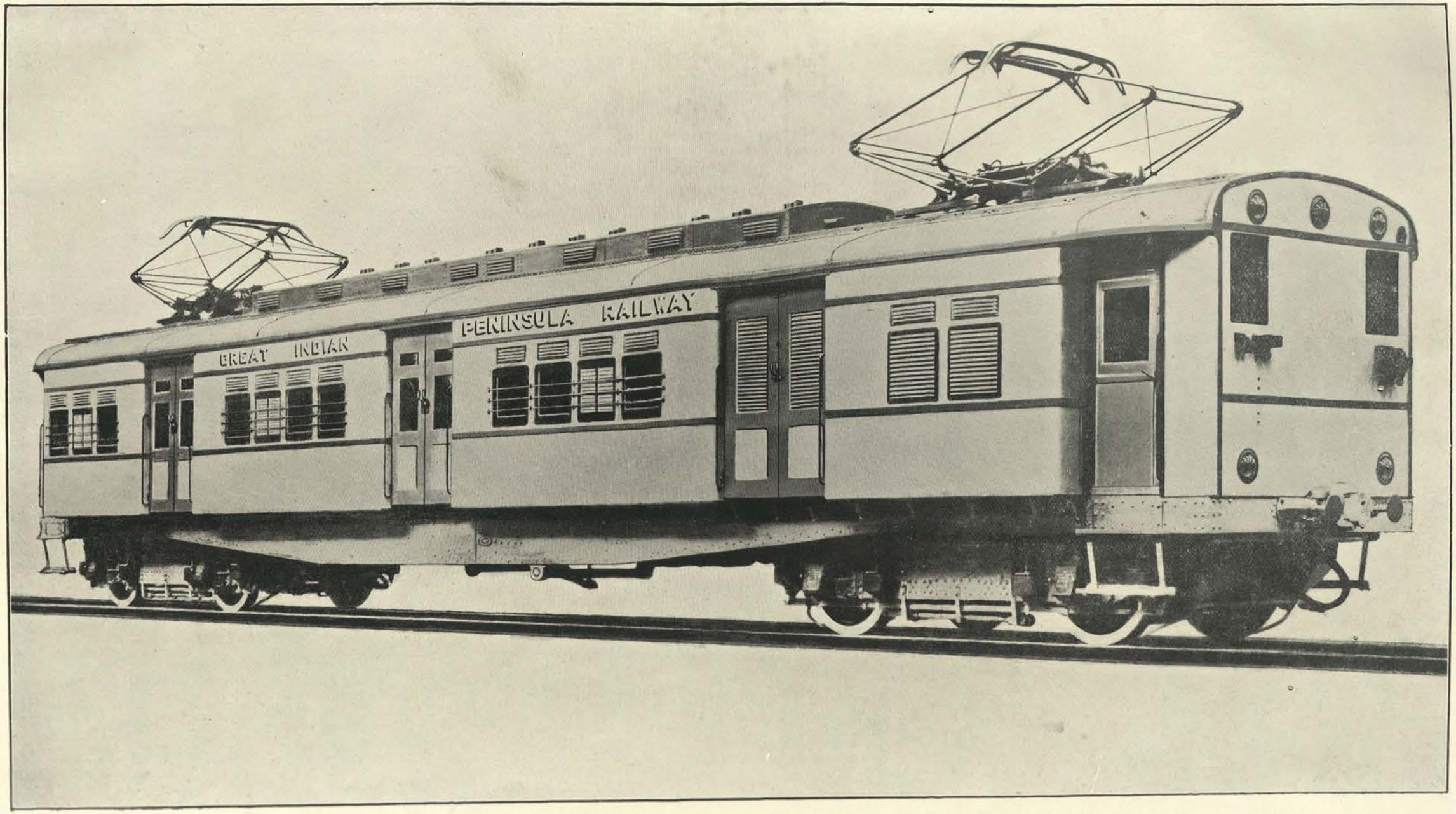
60. Considerable progress was made during the year in improving the facilities of workshops on railways. The following are the more important :—

(1) *Trichinopoly—South Indian Railway.*—Construcion of new shops.
(2) *Perambur—Madras and Southern Mahratta Railway.*—Remodelling of existing shops.
(3) *Mytinge Workshops—Burma Railways.*—Remodelling and extension of existing shops.
(4) *Kanchrapara—Eastern Bengal Railway.*—Revised estimates were under preparation for completion of the remodelling of these shops.
(5) *Dohad Workshop—Bombay, Baroda and Central India Railway.*—The commencement of the work on these shops was authorised at the end of the year.
(6) *Charbagh Workshop—Lucknow—Oudh and Rohilkhand Railway.*—The question whether the building of a new workshop in Lucknow was necessary in view of the amalgamation of the East Indian and Oudh and Rohilkhand Railways was examined and it was decided that the existing workshops at Charbagh could be remodelled and re-arranged to deal with all the work which will be required at Lucknow.

Electrification of Railways.

Opening of the first electric railway in India.

61. On the 3rd of February 1925 the Governor of Bombay declared open the first electric railway in India and this marked the beginning of a new era in rail transport as far as India is concerned. The section opened is known as the Harbour Branch Extension of the Great Indian Peninsula Railway from Victoria Terminus to Kurla and consists of 8·45 miles of double track.



Electric Motor Coach, Great Indian Peninsula Railway.

The electrification of the Harbour Branch Extension forms only part of the various schemes at present in progress for electrification of the suburban and main line services in Bombay which on the Great Indian Peninsula Railway include the electrification of the main and suburban lines to Kalyan and on the Bombay, Baroda and Central India Railway electrification of the lines between Church Gate and Borivli.

62. The scheme for the electrification of the suburban services has been under consideration for a considerable period. Prior to the War the Bombay railway administrations found it necessary to consider how the rapid expansion of suburban traffic could best be met. Messrs. Merz and McLellan, Consulting Engineers, were asked to examine the question and in 1913 submitted a report the consideration of which had to be postponed on account of the War. In 1919 the same firm submitted revised reports, one dealing particularly with the electrification of the suburban lines of the Great Indian Peninsula Railway. This revised report showed that the electrification of the suburban lines was feasible and while increasing the capacity of these lines would at the same time reduce working expenses. In short the electrification of the suburban lines of Bombay will provide the rapid transit essential to the success of the various development schemes designed for the relief of overcrowding in the city.

The Secretary of State for India's sanction was obtained in 1920 to the commencement of work but the scheme was delayed for want of funds and in 1922 a modified scheme, providing for electric services between Victoria Terminus and Thana and on the Harbour Branch to Kurla and Mahim was adopted. Subsequently this scheme was further modified so as to include electrification between Thana and Kalyan and the Secretary of State's sanction was obtained in November 1923. The work is in hand and it is expected that the scheme will be completed shortly.

The opening of these new electric services are of significance not only in its bearing on the transportation problem of Bombay but of all the railways in India. Cheapness of travel is a very important factor in the life of a people and a member of the public who desires to travel daily to Kurla and back will be able to buy a season ticket at rates which allow him to travel over 11 miles for one anna. This rate has probably no equal in cheapness in any other country in the world.

The services on the Harbour branch and Mahim Chord are designed to provide for an entirely new passenger traffic which is expected to result from the development of the Sewri-Wadala, Dadar-Matunga and Sion-Matunga housing schemes of the Improvement Trust of Bombay for the relief of overcrowding in the city.

New rolling stock has been provided for these services. The coaches are 68′ long and 12′ wide equipped with centre buffer couplers and vacuum brakes, and $6\frac{1}{2}$ rakes are being provided. Each rake consists of two sub-units of 4 bogie coaches each. The sub-unit comprises one motor coach, two single driving trailers, and one non-driving trailer. Each rake will accommodate 1,000 passengers or $33\frac{1}{3}$ per cent. more than the steam hauled rakes, at present in use for the suburban services. This rolling stock is

being built to the new standard of dimensions and though not the largest, these coaches are probably the widest in the world.

The estimated cost of electrification is :—

	Rs.
Harbour Branch	42,28,850
Mahim Chord	4,53,000

One interesting feature in the work is the steel viaduct carrying the Harbour Branch line over the Wadi Bunder Goods depôt. It, with its high level station, contains 2,788 tons of steel, is 1,728 feet long and cost 20 lakhs to complete.

The working costs for the electric services (including power, train staff, maintenance of stock and equipment and train running expenses) are estimated at 29·00 annas per train mile as against 37·79 annas per train mile for steam services. The physical conditions of the Harbour Branch are such that it is doubtful whether an adequate and efficient steam service could have been provided; the chief difficulties are the 1 in 30 grade and the extra track accommodation required for the steam services. Moreover apart from the saving in working expenses, the advantages of the electric services are so obvious that they do not need repetition here.

Electric power is being supplied by the Associated Tata Hydro-Electric Supply Companies at sub-stations at Wadi Bunder and Kurla; the power is received at 22,000 volts and transformed down to 1,500 volts D.C. at the sub-stations. The cost of power is rupees fifty per annum per Kilowatt of maximum demand in addition to a rate of ·425 anna per Board of Trade unit of actual consumption.

Other schemes for electrification.

63. The other electrification scheme to which a brief reference has already been made is the electrification of the Bombay Local Lines of the B., B. & C. I. Railway from Church Gate to Borivli. It is being found necessary to electrify this section on account of the large and continuous increase of passenger traffic over these lines. Satisfactory progress has been made during the year on this work and it is hoped to inaugurate an electrified service on this portion of the line in the near future.

64. Other schemes of electrification which are being considered are :—

(1) the electrification of main line of the G. I. P. Railway to Igatpuri on the northern line and to Poona on the South East Line,

(2) the electrification of the suburban lines in Calcutta,

(3) the electrification of the suburban lines in Madras.

Due to the presence of a Ghât section on each of the main lines of the G. I. P. Railway the introduction of electrification will result in a general acceleration of passenger traffic, in a considerable saving of time in the working of goods trains, and, as the ruling grade on the Ghât sections is 1 in 37, in a reduction of working expenses the present cost of working the traffic being very high. The acceleration of passenger trains between Bombay and Poona will undoubtedly help considerably in the expansion of this important town as there will be a saving in time of about 1½ hours for mail trains between Bombay and Poona.

Other improved facilities on Open Lines.

65. Good progress was made during the year in providing improved facilities for handling traffic and these included about 117 miles of double track, the provision of crossing stations, new marshalling yards and improvements to existing yards, etc. Many railways as a result of the steps taken during the last few years are now in a position to handle more traffic than is offering at present. For example, the E. I. Railway from July until the end of the financial year, except for one or two very brief periods, was in a position to handle more traffic than was offered although previously the traffic on this line was congested. It is not possible to include a complete list of all these works in this report but the principal works on the more important railway systems are summarised below.

Bombay, Baroda and Central India Railway.

A large number of important works are in hand of which the most important are connected with the improvement of traffic facilities in and around Bombay. These include :—

(1) *The electrification of the Bombay Local and Suburban section.*—This project at present provides for the equipment of only two main lines between Grant Road and Bandra;
(2) *Quadrupling the line between Bandra and Borivli.*—This work is progressing well and it is hoped to complete it by January 1926;
(3) *Quadrupling the line between Grant Road and Bandra.*—Sanction to certain expenditure on this work was given in November 1924 and the earth work is in progress;
(4) *DeLisle Road and Dadar Road Overbridges.*—These works are nearing completion;
(5) *Terminal arrangements at Bandra.*

Works completed during the year include the provision of crossing stations between Manglamaudi and Jekot and between Chanchelao and Godhra, the installation of telephone train control on the Shamgarh-Kotah and Kotah-Agra East Bank Sections, additions and alterations to the yards at Miyagam and Dohad, the provision of extra turn-tables at three engine changing stations and the building of a new power house at Ajmer.

The work of rebuilding the Bassein bridges is in progress but it has been found that this will take a longer time to carry out than was expected.

Other works in progress include the remodelling of the yards at Bulsar, Ahmedabad and Kankaria, the strengthening of the piers of various major bridges which were weak, the installation of telephone control on the Ahmedabad-Ajmer section, the remodelling of Mehsana and Achnera yards and the supply of electric power to stations, yards, offices and shops.

Considerable damage was done to certain sections of the line by floods in August and September and the total cost of repairing these damages exceeded Rs. 3 lakhs.

Burma Railways.

Considerable progress was made with the construction of new lines of which about 220 miles were under construction at the beginning of the year.

The doubling of the main line between Pyuntaza and Pyu was completed and opened for traffic during the year and good progress was made with the doubling between Pyu and Kyungon.

All weak type triangulated girders between Prome and Mandalay were replaced by standard girders and of the 150 miles on the main line—Prome to Mandalay—that still had to be relaid with 60 lb. rails all but 24½ miles were completed by the end of March 1925.

The remodelling of Mandalay and Kemmendine stations and the construction of a sub-way at the latter to take the place of the level crossing were also completed.

The construction of a large marshalling yard at Hteedan is well in hand.

Eastern Bengal Railway.

The conversion of the Santahar-Parbatipur section—60 miles in length—from metre to broad gauge was finished and the broad gauge opened to traffic on 1st July 1924. This completed the first portion of the extension of the broad gauge through to Siliguri, the second portion from Parbatipur to Siliguri having been started just before the close of the year under review. The provision of a broad gauge North-South line obviates transhipment of heavy traffic between the Calcutta terminals and the large producing centres of Northern Bengal and also the inconvenience of the double change to which passengers proceeding to and from the hill stations of Darjeeling and Kurseong have been subjected.

The conversion of the 2′ 6″ gauge line from Churni Ghât to Santipur was nearly completed at the end of the year. Santipur is a big commercial and pilgrimage centre and this broad gauge connection will meet a long felt want.

Considerable progress has been made in the improvement in working facilities and these include:—

(*a*) the remodelling of yards at Parbatipur, Katihar, Ishurdi, Ranaghat and Ballygunge;
(*b*) additional sidings or crossing facilities at five stations;
(*c*) the provision of interlocking at Ishurdi, and at Tiljala for track-circuiting;
(*d*) the extension of train control in the Calcutta area and from Santahar to Saidpur;
(*e*) strengthening or replacing weak girders on the Forbesgunge-Jogbani and the Khulna Sections;
(*f*) completion of a heavy wagon lifting shop at Kanchrapara.

An interesting experiment tried on this railway was the external lighting of passenger trains by electricity. The lights, which give a brilliant illumination on both sides of the train, come on automatically when the train is stopped at or outside a road-side station and are intended to minimise running train thefts.

East Indian Railway.

Steps taken during 1924-25 and in the previous years to improve the carrying capacity of this railway have at length borne fruit as is shown by the fact that from July until the end of the financial year except for one or two very brief periods this line was in a position to handle considerably more

Nagpur Station, Great Indiăn Peninsula Railway, opened January 1925.

traffic than was offered. The number of tons of coal carried during the year also constitutes a record and amounted to slightly over 13½ million tons.

During the year the extension of the yards at Pathardih, Katrasgarh and Barakar and the provision of new yards at Moghalsarai and Gya were completed.

The doubling of the track over the Sone bridge between Sone East Bank and Dehri-on-Sone was also completed and good progress was made with strengthening the girders on the Lower Sone Bridge.

A large amount of extra mileage was opened for traffic including the double line from Dhanbad to Katrasgarh, the second up track between Asansol and Sitarampur, the doubling between Dhanbad and Gya except over the Phalga bridge, and the extension of the Toposi-Baraboni chord line to Baraboni station by means of which two through lines are provided between Toposi and Baraboni.

Works in progress include the provision of new yards at Asansol and Ondal, the remodelling of yards at Kasunda, Jherriah, Dhanbad, Gomoh and Burdwan; the construction of the Chandrapura-Gomoh Chord and the provision of extra lines on other sections of the railway.

A train control office was opened during the year at Dinapore with control over three sections but the location of this office here is only temporary and these circuits will eventually be controlled from Moghalsarai. The train control office for the Howrah-Burdwan Chord will be ready shortly and when this is opened the entire Main and Grand Chord lines of the East Indian Railway will be worked on the train control system.

Great Indian Peninsula Railway.

The most important works completed during the year were the Harbour Branch Extension Railway from Reay Road to Victoria Terminus, New Electric Service from Victoria Terminus to Kurla, and the final section of the Itarsi-Nagpur Railway, a description of which will be found earlier in the chapter.

Other items of interest include the opening of the new passenger station at Nagpur on the 15th January 1925 by H. E. the Governor of the Central Provinces and Berar, the installation of Traffic Train Control from Bina to Agra and between Sholapur and Wadi, and the inauguration of trials of Roe's patent train stop apparatus between Itarsi and Jubbulpore. This apparatus automatically applies the vacuum brake if the driver passes the advance starting signal without the correct line clear token for the section ahead. It also automatically applies the vacuum brake if a train passes the outer signal of a station when at danger. Trials are still continuing.

Madras and Southern Mahratta Railway.

Good progress was made in the remodelling of the important yards and stations of Arkonam and Ghorpuri. At Arkonam which is an important junction of the South-West and Bombay lines through which mail and other important trains pass, two additional platform faces are being provided and increased marshalling and stabling lines are being laid; signalling arrangements are also being brought up-to-date.

Ghorpuri is a new transhipment station between the G. I. P. and M. & S. M. (metre gauge) railways just outside Poona. The existing facilities for dealing with the traffic at Poona have been inadequate for some time and the work is now to be transferred to Ghorpuri where new transhipment facilities and a metre gauge marshalling yard are being laid out.

Progress was also made with the inauguration of an improved water supply for Hubli which is the centre of the metre gauge system and the site of its workshops. It has been decided that the water supply should be obtained by impounding water in a separate catchment area at Devargudihalli about 7 miles from Hubli.

The construction of office and quarters for staff at Bezwada station which has now become a district head-quarters of this railway instead of Waltair owing to the handing over of the Gopalapatam-Waltair-Vizagapatanam section of the B. N. Railway is now in progress.

North Western Railway.

Further progress was effected during the year in improving the capacity of some of the more important sections on this railway. For example :—

(1) five additional crossing stations were opened on the Lahore, Multan and Ferozepore Divisions;
(2) the conversion of six flag stations on the Ferozepore Division into crossing stations was completed;
(3) loops were extended at 18 stations;
(4) yard lighting was improved at four stations.

Other works completed during the year included the remodelling of Kotkapura, the interlocking of Rajpura yard and the electrification of Sibi station and yard.

Arrangements for dealing with goods were also improved by the provision of additional goods platforms at seven stations and of sheds on goods platforms at three stations.

On the Raewind-Khanewal section six stations are being enlarged or remodelled to meet the increased requirements which have resulted from the irrigation of this tract by the Lower Bari Doab Canal. The provision of improved goods yards at these stations is practically complete and work is progressing on the new passenger stations.

Progress is being made with the strengthening of bridges between Shahdara-Lalamusa and the light 11′ spans which were under-strength for H. G./S engines have been replaced by 11′ arch viaducts and rail concrete slabs.

The Down line track of the Ravi bridge has also been strengthened and schemes for strengthening the bridges over the Chenab, Jhelum and Indus rivers at Wazirabad, Jhelum and Attock respectively are under investigation.

South Indian Railway.

The improvement of traffic facilities by the construction of new lines was an important feature on this railway and the steps taken during the year have already been described.

SOUTH INDIAN RAILWAY WORKSHOPS, TRICHINOPOLY.

Bird's-eye view of Workshops under Construction.

Bird's-eye view of Staff quarters under Construction.

Good progress was made with the building of Central Workshops at Trichinopoly. The renewal of weak girders on the Arkonam branch was completed and of those on the Erode branch was in progress. The construction of new bridges across Ferok and Kallayi was put in hand during the year.

Special attention was paid to the improvement of facilities for traffic working and estimates for the remodelling of ten stations were under preparation, additional loops or through lines at stations and additional signalling and interlocking arrangements were provided, train control was extended and additional crossing stations were provided.

CHAPTER IV.

ROLLING-STOCK AND MATERIALS.

Additions to equipment.

66. Summaries No. VIII—Summary of Equipment—and No. IX—Summary of net additions—in Volume II of this report summarise the equipment and the net additions to equipment during 1924-25. Statements Nos. 10, 11, 33 and 34 give this information in more detail for individual lines.

During the year the following items of rolling-stock were on order for the broad and metre gauge railways :—

Item.	Broad gauge.	Metre gauge.
Locomotives	207	69
Coaching stock	2,311	705
Goods stock	9,951	4,289

Against these orders the numbers placed on the line by the end of the year were as follows :—

Item.	Broad gauge.	Metre gauge.
Locomotives	137	18
Coaching stock	1,008	440
Goods stock	4,835	1,656

The numbers of coaching and goods stock are stated in terms of four-wheeler units. These numbers shown as placed on the line do not, however, represent the actual net additions to the rolling-stock on railways, as some of the units were required to replace vehicles which had reached the end of their useful life.

67. The following statement shows the net additions to or reductions of rolling-stock on Class I Railways during 1923-24 and 1924-25 :—

	5′ 6″ gauge.		3′ 3¾″ gauge.	
	1924-25.	1923-24.	1924-25.	1923-24.
Locomotives—				
Number	—6	168	—4	65
Total increase in tractive effort in pounds, during the year.	1,737,252	8,566,257	187,144	1,537,834

	5′ 6″ gauge.		3′ 3⅜″ gauge.	
	1924-25.	1923-24.	1924-25.	1923-24.
Coaching stock—				
Passenger carriages— Number	366	237	153	127
Seats.				
1st	145	524	80	456
2nd	604	1,379	—61	634
Inter	2,511	3,082	377	—109
Third	33,445	30,369	11,825	14,605
Other coaching vehicles— Number	228	85	11	35
Goods stock—				
Wagons— Number	1,626	6,233	816	2,631
Increase in capacity in tons	30,210	117,619	12,796	31,158
Other goods vehicles— Number	532	545	230	421

68. It will be noticed that there was an actual decrease in the number of locomotives on Class I Railways during 1924-25 in spite of an increase in the work done as measured by net ton miles (13·0 per cent.) and passenger miles (2·22 per cent.) and this was due to the better use which railways made of their rolling-stock during the year. Coaching stock, however, showed a considerable increase and there was an actual net addition of 45,270 seats in the third class accommodation provided on Class I Railways. The number of units of coaching stock placed on the line on broad and metre gauge railways, namely, 1,448 units, also compares favourably with 685 units of coaching stock placed on the line during 1923-24. In addition to these the large number of units of coaching stock on order and still under construction at the end of the year will be placed on the line during 1925-26.

Standardisation of rolling stock.

69. In the report for the last year, it was mentioned that this subject continued to have the attention of the Railway Board during 1923-24, and that with regard to locomotives a permanent standing Technical Committee had been formed to consider the co-ordination of requirements in respect of existing and future types of locomotives and to be the committee to whom all suggestions for modifications and improvements are to be referred. It was explained how the policy of progressive standardisation, as a continuous process, was to be carried out. During May of the year under review, the Locomotive Standards Committee submitted their report which contained recommendations as to modifications in existing types, together with specifications and diagrams of new types. This report was forwarded to the Consulting

Engineers to the India Office and to the Railway Administrations for criticisms on the suggestions made. The Consulting Engineers have discussed these suggestions with technical authorities and manufacturers of locomotives in the United Kingdom. Sir Seymour Tritton, one of the partners in the firm of the Consulting Engineers, visited India during the cold weather and has further discussed matters in great detail with Railway Administrations, the Locomotive Standards Committee and the Railway Board. Designs, as finally approved, will now be taken in hand and as a result it is hoped that more suitable and efficient locomotives will be under trial on railways in India before the close of the year 1925-26, with a view to their final adoption as the new standard types. It is anticipated that, as a result of thorough trials, some modifications in the original designs may be necessary.

It was also mentioned in the report for 1923-24 that the Railway Board intended to appoint a separate technical committee to revise details of existing standard designs of carriage and wagon stock, and to prepare diagrams and general specifications for new types of wagons, and that the policy of continuous progressive standardisation adopted would be the same as in the case of locomotives. This committee was appointed in November 1924 and their report, with recommendations, is expected to be ready three months after the close of the financial year under review.

New types of rolling stock.

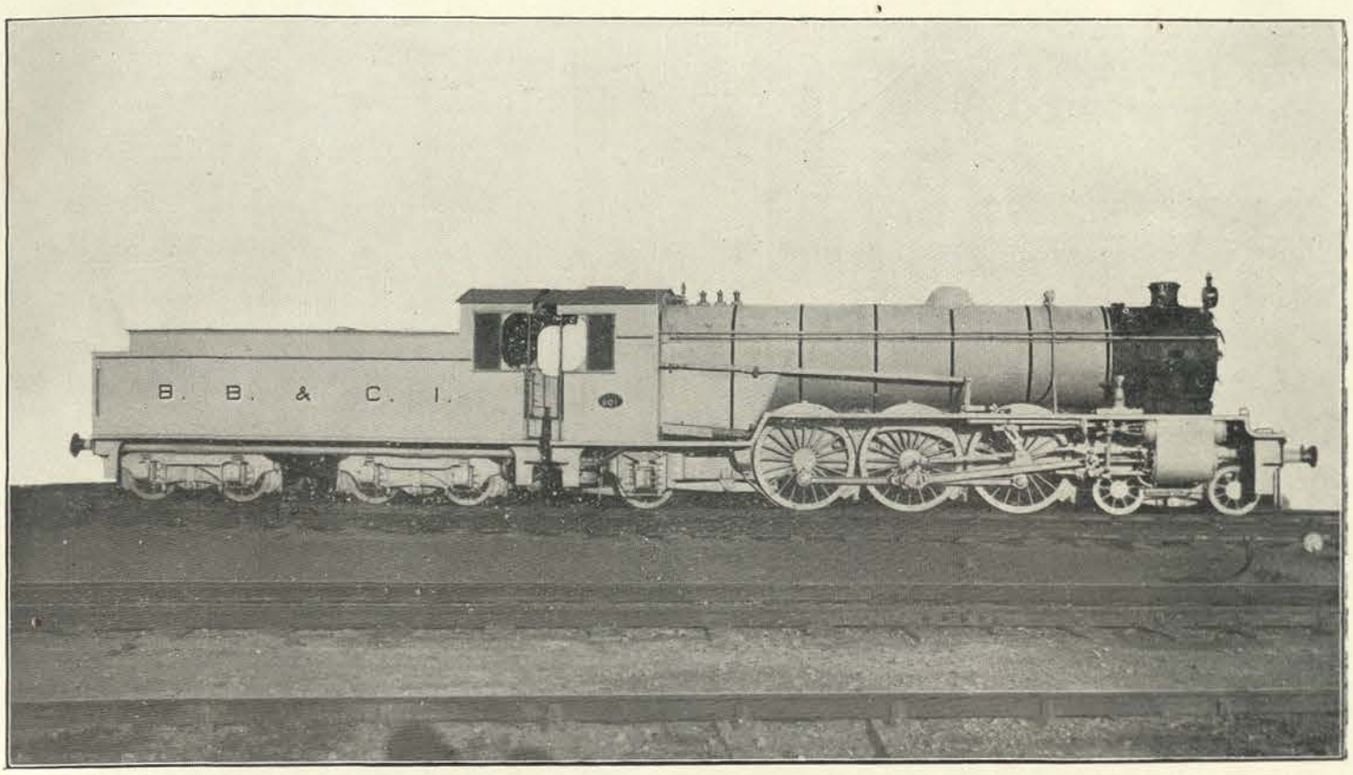
70. Reports are being received periodically from the North Western Railway regarding the working of the special Mallet engine that was obtained for trial on the heavy grades of the Quetta district, particulars of which were referred to in last year's Administration Report. It is too early yet to form a definite opinion as to whether this engine is the most suitable type for hauling trains over the heavy grades on that railway, as competitive trials have yet to be made with the Garratt Locomotive which was received towards the close of the year under review. Other designs of the Garratt Locomotive are also to be tried out on the heavily graded sections of the Bengal Nagpur and Burma Railways.

The Board have had under consideration the economical and more efficient working of passenger and mixed train services on sections where coaching traffic is light and have come to the conclusion that self-propelled steam rail coaches could probably be utilised with advantage in substitution of part or the whole of certain passenger services, and as supplementary to existing passenger services, where road competition is strong. They have accordingly decided to experiment with a few such coaches, with and without trailers, on certain sections and branch lines of the North Western and Bengal Nagpur Railways. Sanction has been given to the North Western Railway to acquire three coaches and two trailers, and to the Bengal Nagpur Railway to acquire five coaches and five trailers, two for the 5′ 6″ gauge and three for 2′ 6″ gauge.

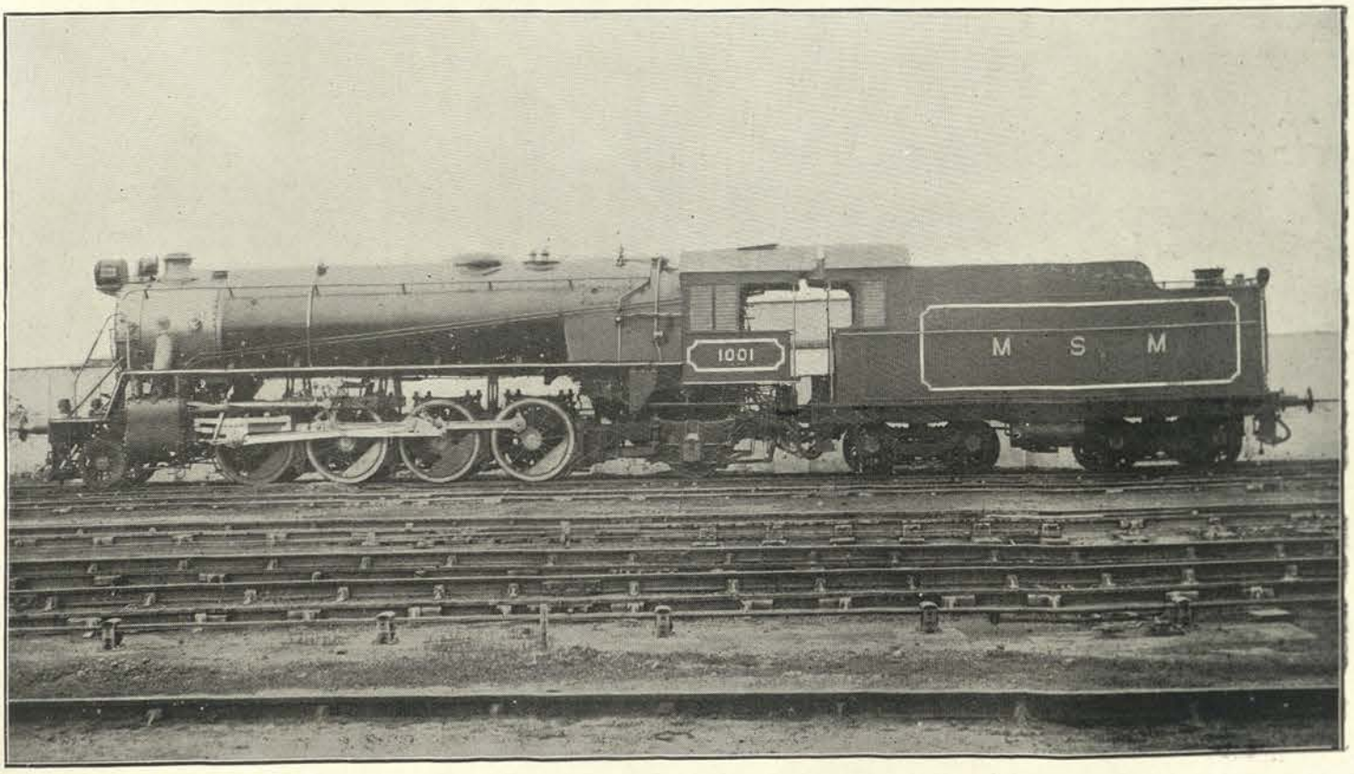
Automatic Centre Buffer Coupler.

71. The Railway Board await reports from the railways, which are experimenting with transition devices, and it is too early yet to say what the results of the experiments will be. Some of the coupler manufacturers are also concentrating on the design of suitable gear for use with the automatic coupler during the transition period and it is hoped that a solution, of what is perhaps the most difficult problem in the adoption of the automatic coupler, will be arrived at shortly. In the meantime provision has been made in the railway budget for 1925-26 for expenditure on the

UP-TO-DATE TYPES OF LOCOMOTIVES ON INDIAN RAILWAYS.



4-6-2 passenger engine, Bombay, Baroda and Central India Railway.



2-8-2 goods engine, Madras and Southern Mahratta Railway.

provision of depôts at certain centres, where the work of conversion of the existing goods stock will be carried out, and on investigating the alterations, if any, that will be necessary in the existing rolling-stock, before the vehicles can be fitted with the centre buffer coupler.

Working of the wagon pool.

72. During the year ended 31st March 1925 the wagon pool was continued on standard gauge railways under the control of the Director of Wagon Interchange appointed by the Indian Railways Conference Association. The wagon control was carried out satisfactorily and the distribution of wagons to meet the demands of the various broad gauge railways was effected without any serious hitch except during October and November 1924, when, owing to breaches on the Oudh and Rohilkhand Railway and East Indian Railway, traffic between the North West of India and Bengal had to be diverted as far as possible *viâ* the Great Indian Peninsula Railway through Agra. The results obtained by railways in the loading of wagons show a progressive improvement in the use of stock.

The Car Record Section of the Director's office has proved most useful during the year in detecting inaccuracies in junction records and in such ways as (1) tracing pooled wagons stencilled with Non-Pool marks; (2) tracing non-pooled wagons moving without Non-Pool stencil marks; (3) tracing wagons with duplicate numbers; (4) tracing wagons restricted to local loading only which were moving on foreign lines; (5) detection of bogie wagons shown as four wheelers and *vice versâ;* (6) detection of coaching vehicles shown as goods stock and interchanged as goods vehicles at junctions.

This section had also to deal with an increasing number of enquiries from junctions and from the commercial departments of railways. For example, the total number of enquiries received from railways increased from 7 in April 1924 to 331 in March 1925. It was also possible to check the results obtained at the yearly census held in September and a total of 1,048 discrepancies were quickly reconciled; all railways' goods stock registers are being brought up to date and will very shortly, when the remaining discrepancies are reconciled, become complete and accurate records which has not been the case in the past.

Wagon supplies in the coal fields

73. Reference was made in last year's report to the arrangement under which preference in wagon supply for coal loading was given to specific public utility concerns and to such consumers as could arrange to take coal supplies in rakes of 50 or half rake of 25 wagons at a time. It was found, however, in practice that the intensive application of the half rake system favoured the larger collieries and for this reason the balance of wagons left over after meeting locomotive demands on Sundays and on alternate Mondays was given to collieries with less than half rake sidings. This measure was continued up to the end of June 1924 when wagons became freely available and rendered any further continuance of the measure unnecessary.

From July onwards the general coal wagon situation was uniformly satisfactory except in regard to a few routes which were subject to periodical restrictions. The route *viâ* Mokameh ghat was principally affected by these restrictions while other routes were those *viâ* Waltair, *viâ* Shalimar Ferry, *viâ* Naihati and *viâ* Santahar. Careful attention was given to the coal travelling *viâ* these routes by the Coal Transportation Officer who worked in coperation with the railway authorities and consumers.

74. The number of wagons actually supplied to collieries during 1923-24 and 1924-25 on the East Indian and Bengal Nagpur Railways compares as follows:—

	1923-24.	1924-25.
East Indian Railway	656,327	716,009
Bengal Nagpur Railway . . .	244,968	279,632
TOTAL .	901,295	995,641

The average number of wagons supplied daily on the two railways for the two years was approximately as follows:—

	1923-24.	1924-25.
East Indian Railway	1,800	1,962
North Western Railway	670	766
TOTAL .	2,470	2,728

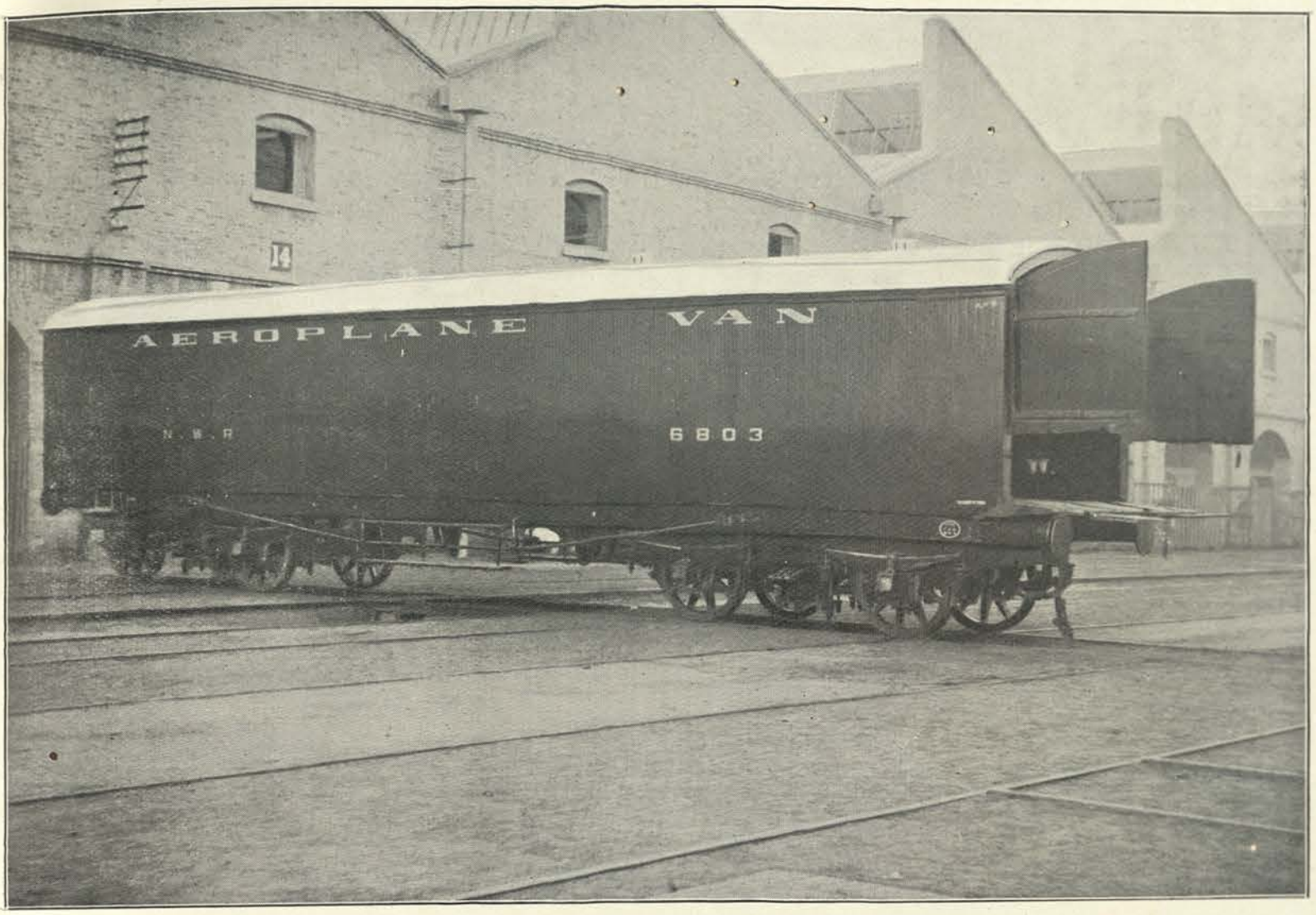
During 1924-25 therefore an average of nearly 260 wagons a day was supplied on the two railways in excess of the number supplied in 1923-24. This excess was to some extent due to the fact that during the year 1924-25 the coal wagon situation was not affected by serious breaches such as occurred in the previous year. Other contributing factors however were (1) the additional transport facilities provided by the railways themselves; (2) the intensive application of the half rake system; (3) the efforts of the Coal Transportation Officer and his Advisory Committee to persuade large consumers to build up stocks of coal during the "slack" monsoon months of 1924 against the busy winter season which normally commences about December each year.

Investigation of the working of junctions of Interchange.

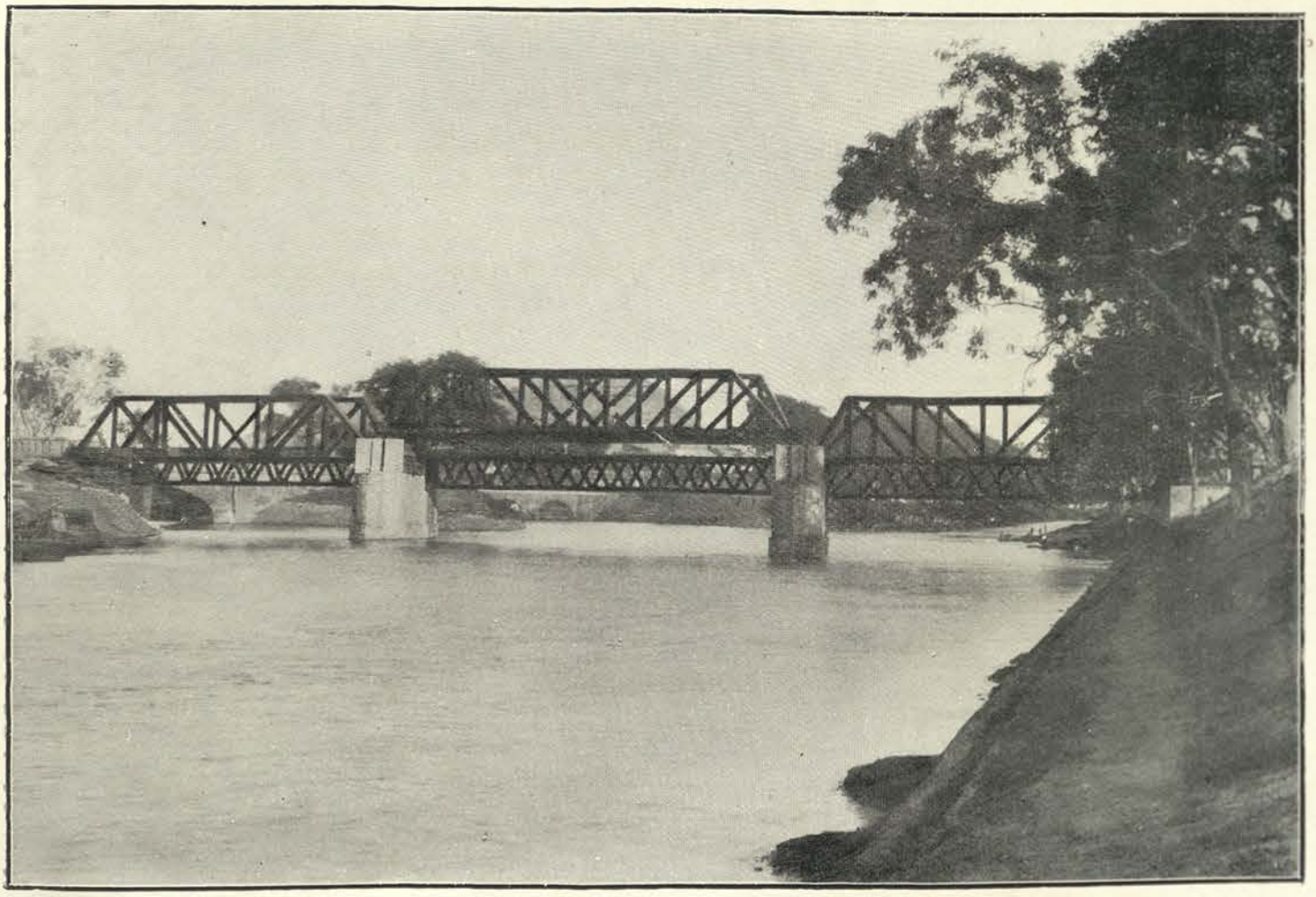
75. Signs were not wanting at the beginning of the year of a probable improvement in trade and a consequent increase in goods traffic, notably over the main lines in Upper India. The Railway Board accordingly had been devoting special attention to the movement of goods stock, particularly with reference to those important pivotal points, where interchange between railways was considerable or where inter-yard work, transhipment, and handling of goods were generally heavy. As a result of their observations, the Railway Board decided that an investigation should be made by an independent officer into the working of certain large junctions, and an officer was, with the concurrence of the railway administrations concerned, deputed to report on the working at Moghalsarai, Naihati, Cawnpore and Agra. His reports were carefully examined by the Railway Board and the railway administrations concerned and suitable action was taken on the recommendations made. The investigation brought out certain weak points in the machinery for dealing with interchanged traffic and disclosed causes of delays to stock and in the opinion of the Railway Board the reports have been of considerable value.

Value of railway materials purchased.

76. The value of materials purchased by Indian Railways in 1924-25 excluding coal, coke, stone, bricks, lime, ballast, etc., showed a decrease of Rs. 6·23 crores as compared with the figures for 1923-24. This was largely due to a decrease in the value of rolling-stock (locomotives) bought during the year and to the attention paid to the reduction in the stores balances during the year. There was a reduction of Rs. 6·33 crores in the value of imported stores purchased and an increase of Rs. 10 lakhs in the value of indigenous stores.



Bogie Aeroplane Van, North Western Railway.



Central Span of Kistna Eastern Canal Bridge on North-Eastern line of the Madras and Southern Mahratta Railway ready for lowering.

The table below gives details of the purchases under the various classes of stores :

	Value of imported material.			Value of indigenous materials.	Total purchases 1924-25.	Total purchases 1923-24.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.			
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Rolling stock	5·27	0·48	5·75	0·37	6·12	10·86
Tools and stores	0·96	2·12	3·08	3·28	6·36	7·06
Permanent way	0·69	0·27	0·96	4·49	5·45	5·88
Electric Plant	0·74	0·36	1·10	0·01	1·11	0·89
Building and station materials and fencing	0·22	0·23	0·45	0·16	0·61	0·58
Bridge work	0·43	0·03	0·46	0·05	0·51	0·82
Workshop machinery	0·34	0·11	0·45	..	0·45	0·78
Engineer's plant	0·11	0·10	0·21	0·01	0·22	0·19
TOTAL	8·76	3·70	12·46	8·37	20·83	27·06

New stores rules and purchase of Indian manufactured articles.

77. Revised rules for the purchase and supply of articles for the public service were issued by Government in May 1924. The policy underlying these new rules is to encourage the industries of the country, so far as is consistent with economy and efficiency with a more definite preference for stores produced and manufactured wholly or partly in India. The formation of the Indian Stores Department is a direct outcome of that policy and, as that Department are in a position to advise railways as to available sources of supply of indigenous railway stores, all State-worked Railways have been instructed to send copies of all their foreign indents to the Indian Stores Department for scrutiny, with a view to obtaining their advice regarding any articles, included in such indents, which are manufactured and can suitably be purchased in India. The services of the inspection and testing branches of that Department are employed by State-worked Railways and Company-worked Railways have also been advised to make greater use of these facilities. Further the Agents of State-worked Railways have been requested to make the fullest use of the Indian Stores Department as a purchasing agency in all cases in which it is considered that their services can advantageously be utilised.

Wagon bounties.

78. Early in 1924-25 the Legislative Assembly passed the Steel Industry (Protection) Act, section 4 of which authorises certain bounties for wagons built in India. In July 1924, shortly after the passing of this Act, the Railway Board called for tenders for the construction in India of 1,050A-2 and 1,250 C-2 type wagons. They received in response tenders for A-2 wagons at prices from Rs. 479 to Rs. 593 per wagon in excess of those for wagons ordered abroad in the previous February; and for C-2 wagons at prices Rs. 886 and Rs. 458 in excess of the February prices. But the tendering firms could only offer delivery of a maximum number of 320 A-2 wagons and 395 C-2 wagons in the year; or actually, if the orders were placed in the most advantageous manner to Government, only of 320 A-2 and 225 C-2 wagons.

A position of some difficulty therefore arose. In the first place the railways required in 1924-25 the full number of 1,050 A-2 and 1,250 C-2 wagons in order to handle the traffic which they expected. They had therefore in any case to order abroad 730 A-2 and 1,025 C-2 wagons, which the Indian tendering firms could not deliver to them in 1924-25. But at the same time the Indian firms could naturally not be expected to accept orders for only 320 A-2 and 225 C-2 wagons at prices which they had quoted for a much larger number, nor would so limited an order have fulfilled the object of section 4 of the Steel Industry (Protection) Act of establishing the wagon building industry. It was necessary therefore to give the firms orders involving an extension of delivery into 1925-26. The Railway Board overcame this difficulty by anticipating to some extent their requirements for 1925-26, and placing with the tendering firms orders for the delivery of 850 A-2 and 1,250 C-2 wagons, of which 320 A-2 and 225 C-2 wagons were expected to be delivered in 1924-25 and the balance in the following year.

But this by itself did not solve the problem. Section 4 of the Steel Industry (Protection) Act limits the amount payable as bounty to 7 lakhs in each financial year and does not allow of any sum remaining unspent in one year being added to the bounty that can be given in the following year. If the prices quoted by the tendering firms had been accepted as they stood, the amount payable as bounty in 1924-25 would, owing to the small deliveries which the firms could make in that year, have been only some Rs. 2,70,000, while the bounty payable in 1925-26 on the 530 A-2 and 1,025 C-2 wagons to be delivered in that year, would have been about Rs. 7,40,000. In order to keep the bounty payable in 1925-26 within the permissible limit of 7 lakhs it would in any event have been necessary to reduce by negotiation either the numbers to be delivered, or the prices to be paid in that year; but what was much more serious was that unless the Indian firms could tender for further orders in 1925-26 at competitive prices with foreign firms, they might find themselves without orders after November or December 1925, since the bounty for 1924-25 would have already been exhausted. With this prospect in front of them, it seemed most unlikely that the firms would be prepared to take vigorous action to set the industry going.

79. The Railway Board met this difficulty in the following way. They rejected all the tenders and negotiated jointly with the firms concerned, offering them a higher price for wagons delivered in 1924-25 than for wagons delivered in 1925-26, and fixing those prices so that the total amount received by each firm for the whole order should correspond as closely as possible to the total amount which it would have received for the same number of wagons, had its tender been accepted.

80. These proposals were accepted by the firms with the following result :—

(*i*) Contracts were let for 850 A-2 wagons, at a rate of Rs. 4,750 per wagon for deliveries in 1924-25, which were anticipated to amount to 320 wagons, and at a rate of Rs. 4,200 per wagon for deliveries in 1925-26. The total payment due under these contracts, if deliveries in 1924-25 had come up to expectations would therefore have been Rs. 37,46,000 against Rs. 37,79,300 for the same number of wagons, had the tenders been accepted. Similarly a contract was let for 1,250 C-2 wagons, at a rate of Rs. 4,450 per wagon for

deliveries in 1924-25, expected to be 225 wagons, and at a rate of Rs. 4,000 per wagon for deliveries in 1925-26. The total payments due under this contract, if deliveries had come up to expectations, would have been Rs. 51,01,250 against Rs. 51,15,000, had the tender been accepted. The method adopted by the Railway Board was therefore calculated to result in a saving of Rs. 47,000 to Government, against which the firms obtained the advantage of larger payments at the earlier stages of delivery. The prices fixed represented bounties of Rs. 800 per wagon in 1924-25 and Rs. 300 per wagon in 1925-26. They meant, therefore, had deliveries been distributed as was expected between the two years, a payment of Rs. 4,36,000 in 1924-25 and Rs. 4,66,500 in 1925-26 by way of bounty, leaving Rs. 2,33,500 for bounties in 1925-26 on subsequent orders for wagons for delivery in that year.

(*ii*) In the event, however, the firms failed to deliver the full anticipated numbers of wagons in 1924-25, only 407 wagons being delivered up to 31st March 1925, as against 545 expected to be delivered during the year. This resulted in a total sum of Rs. 3,25,600 being earned by wagon-building firms, on account of bounties on wagons supplied during the year under review, as compared with Rs. 4,36,000 originally estimated as likely to be paid in that year. Of the former amount only Rs. 2,85,600 could be paid before 1st April 1925 owing to wagons being delivered daily up to 31st March 1925, which made it possible to pass and pay all the bills for the wagons by midnight of that date, and on this account a sum of Rs. 40,000 had to be carried over for payment in the year 1925-26. This carry over, coupled with the shortage in delivery against the number of wagons due under the contracts, has had the effect of reducing the balance available for payment of bounties for orders placed in 1925-26 to Rs. 1,52,100, as compared with the original estimated balance of Rs. 2,33,500.

81. In the month of October the Railway Board again invited tenders for the supply of wagons. For purposes of giving effect to the terms of the Steel Industry (Protection) Act, 1924, on this occasion also, the Board selected the A-2 and C-2 types of wagons for orders to be placed in India under the bounty scheme. The numbers of these two types, included in the call, were 515 A-2 and 425 C-2, being the balance of the requirements of these types of wagons in the year 1925-26 of railways joining in the call for tenders. The demand for 515 A-2 type was, however, subsequently reduced to 480 A-2. On examination of the tenders received from wagon building firms in India, it was found that only one firm had adhered to all the terms of the call and had tendered for the supply of 215 A-2 and 115 C-2 wagons at Rs. 3,898 and Rs. 3,800 per wagon respectively. These prices happened to be the lowest of all the quotations received from wagon building firms in India, but they were Rs. 475 for an A-2 and Rs. 700 for a C-2 wagon in excess of the costs of similar wagons based on the lowest satisfactory tenders received from abroad. These sums of Rs. 475 and Rs. 700 per wagon were consequently fixed as the bounty per wagon for A-2 and C-2 type respectively, to be attached to orders placed in India. The Railway Board had no hesitation in accepting the tender for 215 A-2 type wagons, referred to above. With regard to the balance of their requirements, *viz.*, 265 A-2 and 425 C-2 wagons they had to consider how to distribute the orders to the best advantage, taking into consideration the fulfilment of the object of the Steel Industry (Protection) Act, 1924, *viz.*, establishing the wagon building industry

in India, the manufacturing capacity of the firms, the fact that they had in hand orders previously placed for certain types of wagons, and the best financial advantage to the State. The firm, whose tender for 215 A-2 wagons was accepted, was already in possession of an order for 500 A-2 wagons, and the Board, therefore, thought it expedient to make a further offer of the balance of 265 A-2 wagons to that firm, at the same price as tendered for the 215 A-2 wagons. This offer was accepted by the firm. As regards the 425 C-2 wagons it has already been mentioned that the lowest quotation for this type was also from the same firm, who got the order for 480 A-2 wagons. But it was for a small number of wagons, *viz.*, 125 C-2, and moreover it was not considered in consonance with the policy of establishing the wagon building industry in India to give all the orders to one firm. Further, from the reports received from the Indian Stores Department regarding the manufacturing capacity of this firm, it was evident that the firm could not cope with any further orders during the year 1925-26 and might even fail to complete the delivery of all the A-2 wagons ordered from them. At the same time, however, the Board were not prepared to pay more for this type than the lowest tender price received from Indian firms. The Board, therefore, made an offer to another firm, whose tender appeared to correspond very closely to the lowest tender price (*viz.*, Rs. 3,800 per wagon) for C-2 wagons referred to above. This firm had already in hand a large previous order for C-2 wagons. This offer was also accepted. The two firms, which have received the orders for these wagons, are the only two which are engaged solely on wagon building, and the orders were, therefore, most suitably placed, both in consonance with the policy of establishing the wagon building industry in India and also to the best financial advantage to the State. As, however, it was uncertain whether the firm, which got the order for 480 A-2 wagons, would be able to deliver more than 100 A-2 wagons in 1925-26, in addition to those due against previous orders, and as the 480 A-2 wagons ordered from them were urgently required to carry the traffic offering, the Board placed an additional order for 380 A-2 wagons abroad. They felt quite safe in doing so, because they had no doubt that their wagon requirements in 1926-27, in respect of the two types in question, will not be less than the probable output of Indian firms during that year. Apart from the question of the distribution of orders, the Board had to consider also the more difficult question of payment of bounties out of the small amount expected to be available during the year 1925-26, *viz.*, Rs. 2,33,500. At Rs. 475 per wagon the bounty on 480 A-2 wagons alone would amount to Rs. 2,28,000 or practically the full amount expected to be available in 1925-26, and with the further addition of Rs. 2,97,500, at Rs. 700 per wagon, on 425 C-2 wagons the total amount required would be Rs. 5,25,500 altogether, as against the anticipated available balance of Rs. 2,33,500. This latter sum has since been reduced, as already mentioned, to Rs. 1,52,100.

On their past experience the Board were very doubtful whether the firms would actually be able to deliver in 1925-26 all the wagons ordered from them. In any case, the Board felt certain that such balance as might eventually be available during 1925-26, would be sufficient to cover the amount that might fall due on the portion of the total order for A-2 wagons likely to be delivered during the year. The only other question for consideration, therefore, was how to liquidate the amount of bounty due on the order for

425 C-2 wagons and the Board solved this by stipulating when placing the order for these wagons, that although the wagons must be delivered during the year 1925-26, payments for them will be made during that year to the extent of Rs. 3,100 per wagon only and the balance of Rs. 700 per wagon will be paid in April 1926. This stipulation has also been accepted by the firm concerned. It will, however, be clear from the above explanations that the wording of the Act gives rise to considerable difficulties and the question of the best way of avoiding them was under consideration at the end of the year.

Rails and structural steel.

82. During the year under review there was a considerable improvement in the supply of rails from indigenous sources. Demands for a very large quantity of rails and fish-plates, amounting to 113,038 tons and representing almost the entire demands of both State and Company-worked Railways, have been met in the year 1924-25 by the output of the Tata Iron and Steel Company. This is due to large extensions of the works of that Company having come into operation during the course of the year. For several years, on representations received yearly from the firm, Government had agreed to increase the price of steel rails, supplied to the State-worked Railways, under the seven year contract with the Company, but during the year under review no such increase has been necessary owing to the relief afforded by bounties on rails under the Steel Protection Act (1924). This has resulted in a saving of approximately Rs. 6,63,500 to the State-worked Railways, as compared with the preceding year during which an increase of Rs. 26 per ton over the contract price for rails was granted to the Steel Company.

Investigation of sleeper supply.

83. The present arrangement, by which railways purchase wooden sleepers jointly, in each recognised producing area, under the control of a conference of Chief Engineers, was introduced with the object of eliminating competition between railways, reducing prices and distributing surplus supplies from one area to railways that might be unable to obtain their full requirements from other areas. Recent changes, in the conditions governing the supply of sleepers, have, however, resulted in certain difficulties, which could not have been foreseen and for which the remedy is not easy to find. The Reforms have altered the financial position of the provincial Forest Departments and the clash of interests between them and the railways has become more marked. Moreover, as the demand for sleepers increases with the railway mileage and there appeared to be a tendency on the other hand for indigenous supplies of wooden sleepers to diminish, it became necessary to consider the possibility of opening out new forest areas, of substituting new varieties of indigenous timber, suitably treated if necessary for the sal, deodar and other sleepers that have been used in the past, and of using more largely steel, cast-iron and ferro concrete sleepers, in place of timber.

The Railway Board, with a view to making a comprehensive enquiry into the sources of supply of timber sleepers in Burma and India, the possibility of development of such sources, the best methods of arranging for the purchase and also for the reduction of costs of timber sleepers, and the necessity for and advisability of using steel, iron and ferro concrete substitutes, appointed a committee, consisting of a senior Railway Officer and a senior Forest Officer, in October 1923, to investigate the whole subject. The

Committee made an extensive tour throughout India and Burma and submitted their report about the middle of the year 1924. The recommendations made by the committee were carefully considered by the Railway Board and the attention of the administrations of all Class I Railways was drawn to them. The chief recommendations of the Sleeper Committee were in respect to ways and means by which to bring about co-operation between the provincial and other Forest Departments and the railways. These recommendations were considered by the Board, in conjunction with the Inspector General of Forests, as a result of which the Board have decided that a further examination of the best arrangement for purchasing such sleepers should be carried out by a special Forest Officer, attached to the Railway Board's organisation. This officer is to act as adviser to the various groups of the " sleeper pool " and as intermediary between the various groups of the pool and Forest owners. Other recommendations of the committee concerned the possibility of increasing the supply of indigenous wooden sleepers by investigating the financial and practical prospects of the treatment of suitable timbers, which are not fit for use as sleepers without treatment. In this connection the installation of sleeper treating plants in N. E. Assam and South India is under consideration. It is hoped that, when the recommendations of the committee have been given effect to and co-operation is established between the provincial and other Forest Departments, and the railways, the result will be to ensure ample supplies of sleepers for all Indian Railways at reasonable prices.

Investigation of timber supply for railway carriages.

84. The Railway Board have also had under consideration the possibility of utilizing the cheaper kinds of Indian timber in the manufacture of railway carriage bodies and with a view to coming to a decision on this subject, an officer was placed on special duty to investigate the matter. He has also investigated the effects on timber of the recognised preservative treatments, as well as the possibilites of reducing timber stocks in railway depôts by the adoption of artificial methods in the seasoning of timber, and other cognate matters. His investigation has been completed and his report is under print. It will be circulated to the Chief Railway Administrations and other authorities concerned, with a view to instituting trials of the recommended species of timber and of the methods of artificial treatment and seasoning of those timbers, which require such treatment or seasoning.

Indian Coal Committee.

85. The Legislative Assembly by a resolution adopted in February 1924, recommended, on economic grounds, the imposition of a countervailing duty on South African coal imported into India. As a result of this, Government decided to ask the Tariff Board to investigate whether the Indian coal trade was in need of protection either against coal from South Africa or against imports of foreign coal generally, and if so, whether, having regard to all the interests concerned, protection should be accorded to it. It was found, however, that the competition, from which the Indian coal industry was suffering, was not so much in the Indian market as in the overseas markets, such as Colombo and Singapore, and it was clear that the overseas markets could not be recovered by the protection of the Indian market. At the same time it was considered possible that the measures necessary to recover the overseas market might also be sufficient, without further protection, to enable Indian coal to meet competition in the home market.

Since such measures were likely to include the grading and transport of coal, which are highly technical subjects, and to deal with which the Tariff

Bombay, Baroda and Central India Railway Indian Co-operative Association building in Ajmer.

Board was not fully equipped, Government decided to appoint an expert Committee, called the Indian Coal Committee, to consider this side of the question and report (1) generally what measures could be taken to stimulate the export of suitable coal from Calcutta to Indian and foreign ports; and (2) in particular, whether effective measures could be taken for the pooling and grading of Indian coal for export and for bunkering.

The Committee commenced its sittings in October, 1924, and its report had not been received at the end of the year.

86. In 1921 contracts for the supply to railways of 4,173,000 tons, 4,227,000 tons and 4,305,000 tons of rail-borne coal during 1922-23, 1923-24, and 1924-25 respectively, were placed at the following rates :— **3-year coal contracts.**

Class of coal.	Rates per ton f.o.r.		
	1922-23.	1923-24.	1924-25.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Desherghur	11 0 0	11 12 0	12 8 0
Selected Jherria	9 8 0	10 4 0	11 0 0
1st class Jherria	8 12 0	9 8 0	10 4 0
2nd class Jherria	6 8 0	7 0 0	7 8 0

In addition to the above, contracts for sea-borne coal were also placed for the supply of 240,000 to 248,000 tons of coal annually to the Madras and Southern Maharatta and Burma Railways at Rs. 17-1, Rs. 17-13 and Rs. 18-9 respectively per ton f.o.b. Calcutta, during the same three years. In 1921, the price of coal was rising steadily owing to (1) the heavy foreign demand for the better classes of coal, due to the world wide shortage, (2) the decreased output of collieries working the best seams, due to the shallower portions of the mines becoming exhausted and the deeper areas not being opened up, and (3) the large quantities of coal taken off the market by big industrial concerns. It was anticipated at that time that the price of coal would increase still further in future and that the supply of good quality coal would decrease, until such time as the Bokaro and Karanpura coal fields were fully opened up. It was due to such fears that the contracts, mentioned above were placed.

These fears were amply justified in the first two years of the contract period. In the years 1922-23 and 1923-24, the contract rates compared very favourably with those current in the market during that period and supplementary purchases necessary during these two years were made at considerably higher prices than those in the contracts. Further in 1921-22, in order to meet the shortage of Indian coal, 710,066 tons of foreign coal were imported by Class I Indian railways at prices ranging between £2-14 and £3-16 per ton delivered in India. Again in 1922-23 foreign coal to the extent of 693,108 tons was purchased by Indian Railways, owing to the shortage and high prices of Indian coal.

At the beginning of the year 1924-25, however, the conditions in the coal market changed and the prices of coal fell considerably. Moreover, at the commencement of the year, the deliveries, under the 3-year contracts for rail-borne coal, were in arrears to the extent of over 2¼ million tons. Railways were well stocked with coal and they were liable under the contracts to take over 4 million tons in 1924-25, at the rates fixed for that year in the contracts. The railways did not require any of the arrears and the Railway Board were advised that under the terms of the contracts, they were not obliged to take them. It was proposed therefore to cancel the arrears, but representations were immediately received from the coal trade protesting against this action and in consequence two Members of the Railway Board and the Chief Mining Engineer met the officials of the Indian Mining Association and Federation in conference at the beginning of July 1924 and arrived at the following arrangement :—

(*i*) The cancellation of past arrears, amounting to over 2¼ million tons,

(*ii*) Coal supplied against these contracts in 1924-25 to be paid for at prices Rs. 2 less per ton than the contractual rates for Deshurgarh and Rs. 1-4-0 less per ton than the contractual rates for coals of other description;

(*iii*) Contractors accepting this arrangement to be given contracts for the requirements of railways in 1925-26 at rates 4 annas per ton less than the revised rates fixed for 1924-25, and for quantities based on the quantities provided for in the 1924-25 contracts and determined in the following manner. Where a contractor was in no way in default, that is to say, where responsibility for the arrears of previous years could in no way be attributed to him, his contract for 1925-26 is for the full contractual quantity for the year 1924-25; in other cases the contract for 1925-26 is for 75 per cent., 50 per cent., 25 per cent. or exceptionally *nil*, according to the measure of the contractor's responsibility for the default which has produced the arrears;

(*iv*) The contractual quantities for 1924-25 and 1925-26 to be taken at the revised prices without cancellation of any arrears remaining to be delivered after the termination of each year.

The net result of the revision of these contracts by mutual agreement is that the Government have effected a saving during 1924-25 of about 65 lakhs of rupees, and have contracted for rather over 3 million tons during 1925-26 which is about a million tons less than the contractual quantity for 1924-25.

Coal supply.

87. The summary below shows the total quantities of Indian coal consumed on Indian Railways during the last three years and the quantities obtained from railway-owned collieries :—

Year.	Indian coal consumed on Indian Railways.	Quantity obtained from railway-owned collieries.
1922-23	5,476,041	1,628,034
1923-24	6,060,693	1,692,876
1924-25	6,594,875	2,033,468

Good progress was made with the development of the three collieries mentioned in last year's report. The Madras and Southern Mahratta and Bengal

Nagpur Railways have both made investigations in the Talcher coalfield, south of Calcutta, where good coal has been proved, but negotiations for leases had not been finally concluded at the end of the year. This is a particularly favourable situation for collieries for these two railways and will save a long distance in haulage of coal for the Madras and Southern Mahratta Railway and the East Coast Section of the Bengal Nagpur Railway.

CHAPTER V.

STAFF.

Number of staff.

88. The total number of railway employees at the end of the financial year 1924-25 was 740,854 as compared with 720,754 in the previous year. This is an increase of 20,100 in number as compared with 1923-24 but a decrease of 8,826 as compared with 1922-23 inspite of an increase in mileage of over 650 miles during the last two years. The following table shows the total number of European, Anglo-Indian and Indian employees for 1924-25 as compared with 1923-24, 1922-23 and 1913-14 :—

Year.	European.	Anglo-Indian.	Indian.	TOTAL.
1913-14	7,986	10,437	614,882	633,305
1922-23	6,883	12,129	730,668	749,680
1923-24* . . .	6,565	11,500	702,689	720,754
1924-25 . . .	6,299	11,965	722,590	740,854

* Revised figures.

Cost of staff.

89. The following statement shows the cost of staff employed on Class I Railways (excluding Jodhpur Railway) during 1923-24 and 1924-25 :—

Railway system.	1923-24.	1924-25.
Assam-Bengal	35,32,482	35,97,779
Bengal-Nagpur	2,30,87,810	2,63,72,735
Bengal and North-Western	66,36,387	67,90,257
Bombay Baroda and Central India . . .	4,11,97,265	4,13,66,581
Burma	1,34,55,687	1,37,98,830
Eastern Bengal	2,19,21,272	2,23,42,598
East Indian	4,82,42,619	5,07,25,142
Great Indian Peninsula	4,63,95,505	4,70,15,264
Madras and Southern Mahratta	2,17,68,565	2,25,83,292
Nizam's Guaranteed State	53,22,513	53,70,297
North-Western	5,19,21,215	5,44,90,103
Oudh and Rohilkhand	1,32,38,637	1,43,32,093
Rohilkund and Kumaon	16,28,778	15,40,679
South Indian	1,58,15,273	1,61,44,604
TOTAL .	31,41,64,008	32,64,70,254

The figures of the cost of staff shown this year for 1923-24 differ from those quoted in last year's report and they now include salaries, wages, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty such as travelling allowances. All railways except the Rohilkund and Kumaon Railway show small increases in the expenditure on staff chiefly due to the large increase in traffic during the year.

Indianisation.

90. The progress made during the year under review in the more extended employment of Indians in the higher grades of Railway services is shown in the following statement which gives the details of the total number of superior staff employed on State and Companies' lines on the 1st April 1925 as compared with the 1st April 1924 :—

Details of the numbers of officers in each department will be found in Appendix G.

Statement of gazetted officers and officers of corresponding rank employed on Class I railways (excluding Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1925 as compared with 1st April 1924.

Name of Railway.	1st April 1924.					1st April 1925.					Increase + Decrease—				
	Europeans.	Anglo-Indians.	Muslims.	Non-Muslims.	Total.	Europeans.	Anglo-Indians.	Muslims.	Non-Muslims.	Total.	Europeans.	Anglo-Indians.	Muslims.	Non-Muslims.	Total.
A. B. . . .	52	2	1	5	60	52	2	1	6	61	...	...	...	+1	+1
B. N. . . .	162	14	6	24	206	171	15	5	28	219	+9	+1	—1	+4	+13
B. & N. W. .	51	...	1	3	55	55	...	1	3	59	+4	...	...	...	+4
B. B. & C. I. .	155	6	1	22	184	162	6	...	25	193	+7	...	—1	+3	+9
Burma . .	91	7	...	5	103	91	7	...	7	105	...	...	...	+2	+2
E. B. . . .	83	10	3	35	131	81	6	3	35	125	—2	—4	...	...	—6
E. I. . . .	189	11	5	32	237	184	13	5	34	236	—5	+2	...	+2	—1
G. I. P. . .	195	9	4	22	230	185	6	5	25	221	—10	—3	+1	+3	—9
M. & S. M. .	117	4	1	18	140	122	4	1	17	144	+5	...	...	—1	+4
N. W. . .	204	15	11	48	278	194	13	11	55	279	—10	+4	...	+7	+1
O. & R. . .	54	2	8	14	78	52	2	7	17	78	—2	...	—1	+3	...
R. & K. . .	13	...	...	2	15	12	...	...	1	13	—1	...	...	—1	—2
S. I. . . .	82	4	1	12	99	93	3	1	17	114	+11	—1	...	+5	+15
State Railway Officers not previously included.	62	5	2	3	72	62	4	5	13	84	...	—1	+3	+10	+12
Total .	1,510	89	44	245	1,888	1,516	87	45	283	1,931	+6	—2	+1	+38	+43

Statement showing percentages of total officers employed.

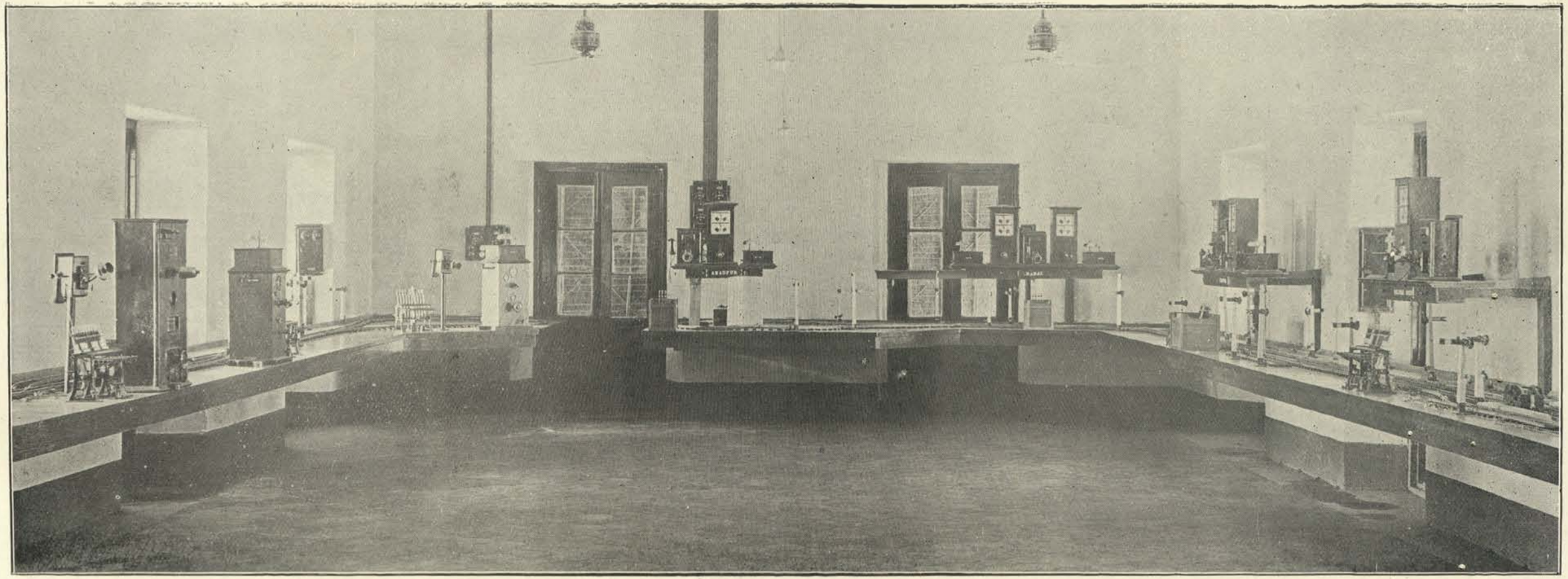
	North-Western, Oudh and Rohilkhand and Eastern Bengal.		Total Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways).	
	1st April 1924.	1st April 1925.	1st April 1924.	1st April 1925.
Muslims	4·52	4·36	2·33	2·33
Non-Muslims	19·92	22·20	12·98	14·66
Total Indians	24·44	26·56	15·31	16·99
Anglo-Indians	5·54	5·60	4·71	4·50
Europeans	70·02	67·84	79·98	78·51

91. In the year ending the 31st March 1925 the number of Indians in superior appointments rose from 378 to 415.

On State-worked Railways other than the East Indian Railway which was taken over on the 1st January 1925, Indians fill about 27 per cent. of the posts in the superior cadre. During the year one probationary Assistant Traffic Superintendent and 4 apprentice Assistant Traffic Superintendents were appointed all of whom were Indians. One temporary post of Locomotive Officer was filled by an Indian who has since been confirmed. Five Assistant Executive Engineers were recruited of whom 3 were Indians. One Assistant Engineer was appointed and he too was an Indian. Six Indian Officers held appointments on the staff of the Railway Board. As regards the future, the Government of India have accepted the recommendation of the Lee Commission that "the extension of the existing training facilities (in India) should be pressed forward as expeditiously as possible in order that the recruitment of Indians may be advanced as soon as practicable up to 75 per cent. of the total number of vacancies in the Railway department as a whole, the remaining 25 per cent. being recruited in England". Measures are being devised which will enable practical effect to be given to this principle.

92. The extended employment of Indians in the higher subordinate grades of Railway Service also received close attention during the year. The following statement shows details of the higher paid subordinate staff employed on the State and Companies' lines on the 1st April 1925 as compared with the 1st April 1924:—

* Details of the numbers in each department will be found in Appendix G.



Traffic Model Room, Chandausi Transportation School.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding Nizam's Guaranteed State nd Jodhpur Railways) on the 1st April 1925 as compared with 1st April 1924.

Name of Railway.	1st April 1924.					1st April 1925.					Increase + Decrease —				
	Europeans.	Anglo-Indians.	Muslims.	Non-Muslims.	Total.	Europeans.	Anglo-Indians.	Muslims.	Non-Muslims.	Total.	Europeans.	Anglo-Indians.	Muslims.	Non-Muslims.	Total.
A. B.	24	43	4	20	91	22	45	4	24	95	—2	+2	...	+4	+4
B. N.	292	314	9	124	739	358	379	11	143	891	+66	+65	+2	+19	+152
B. & N. W.	32	51	2	12	97	34	56	2	15	107	+2	+5	...	+3	+10
B. B. & C. I.	308	315	27	375	1,025	283	255	25	382	945	—25	—60	—2	+7	—80
Burma	38	160	9	95	302	35	171	9	103	318	—3	+11	...	+8	+16
E. B.	128	165	5	117	415	144	151	5	111	411	+16	—14	...	—6	—4
E. I.	857	675	15	182	1,729	780	670	12	207	1,669	—77	—5	—3	+25	—60
G. I. P.	456	350	17	184	1,007	508	472	36	270	1,286	+52	+122	+19	+86	+279
M. & S. M.	83	161	1	31	276	85	171	1	33	290	+2	+10	...	+2	+14
N. W.	438	290	112	297	1,137	412	294	138	359	1,203	—26	+4	+26	+62	+66
O. & R.	87	108	12	74	281	79	119	13	93	304	—8	+11	+1	+19	+23
R. & K.	9	9	1	7	26	7	10	1	7	25	—2	+1	...	...	—1
S. I.	66	145	2	66	279	63	156	2	75	296	—3	+11	...	+9	+17
Total	2,818	2,786	216	1,584	7,404	2,810	2,949	259	1,822	7,840	—8	+163	+43	+238	+436

Statement showing percentages of total senior subordinates employed.

	North-Western, Oudh and Rohilkhand and Eastern Bengal.		Total class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways).	
	1st April 1924.	1st April 1925.	1st April 1924.	1st April 1925.
Muslims	7·04	8·13	2·92	3·30
Non-Muslims	26·62	29·36	21·39	23·24
Total Indians	33·66	37·49	24·31	26·54
Anglo-Indians	30·72	29·40	37·63	37·62
Europeans	35·62	33·11	38·06	35·84

93. These statements show that during the year under review the number of Indians (including Anglo-Indians) in the higher subordinate grades rose from 4,586 in 1924 to 5,030 in 1925, while on State Railways the number of Indians rose from 1,180 to 1,283.

94. The question of devising suitable means to enable Indians to rise from the lower to the higher subordinate grades was considered at a meeting of the Railway Board with the Agents of the principal railways and the conclusion arrived at was that the main requisite was a definite scheme of training for the higher subordinate appointments, of which Indians may be able to avail themselves in order to qualify for such appointments.

Training of Staff.

95. Mention was made in last year's report of the measures which were in progress for the inauguration of a Transportation School at Chandausi. These measures have since been brought to completion and the school was opened on 2nd March. The inauguration of this school marks an entirely new departure in the important matter of the training of Railway Officers and senior subordinates in India and a full description will be given in next year's report.

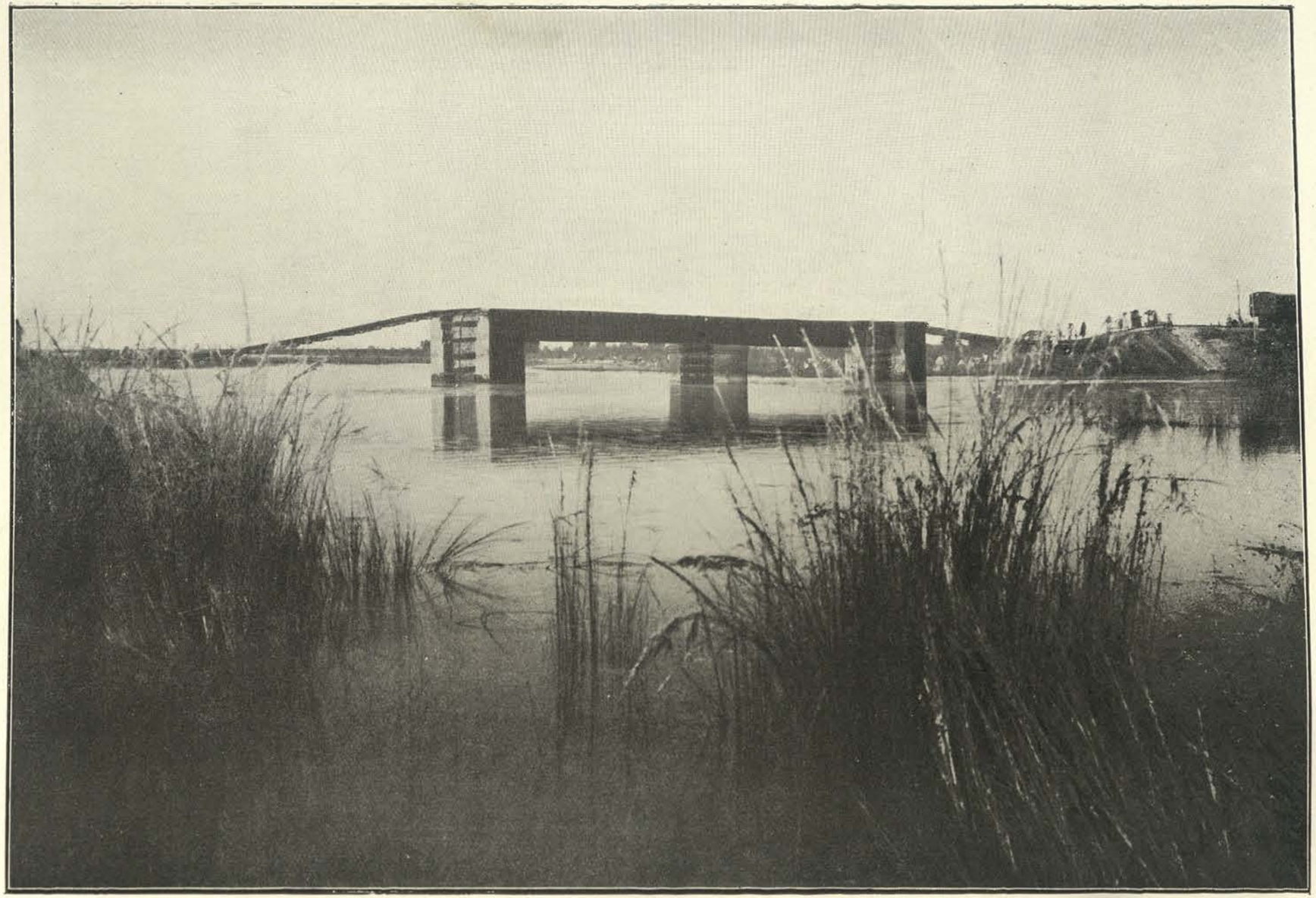
Recruitment.

96. The question of the recruitment and training of superior staff in India, which has now acquired special importance owing to the policy of progressive Indianisation adopted by Government on the recommendations of the Royal Commission on the Superior Civil Services in India, continued to occupy the attention of the Railway Board during the year under review. They have drawn up a provisional report embodying their conclusions and intend to issue a communiqué on the subject as soon as possible after the report is discussed with the Central Advisory Council and finally approved by the Government of India.

Strikes.

97. In June 1924 there was a strike by the Loco. firemen at a few stations on the South Indian Railway, but it was of brief duration.

On the 26th March 1925 some of the staff in the Rawalpindi Locomotive shops on the North-Western Railway refused to work. The ostensible cause of the strike was the discharge of a fitter for disobedience of orders but this incident was not so much as mentioned in the statement of 'ultimate demands' issued early in April by the strike leaders. The real cause must be sought for in the internal affairs of the North-Western Railway Union. Three leaders who are said to have forcibly seized the Union Offices, made use of this incident in order to establish their position and without any ballot being taken, a general strike was proclaimed apparently solely on the authority of the working committee. This strike spread to various parts of the line and continued for some time during the next financial year.



60′ girder bridge at mile 480, main line, Oudh and Rohilkhand Railway, after the floods.

CHAPTER VI.

MISCELLANEOUS.

98. In last year's report a brief summary was given of what each railway had done during the year in increasing the facilities for lower class passengers as it was realised that this was one of the most important problems which Indian Railway Administrations have to face. Further progress has been made during the year under review in the provision of extra facilities and the advice of the Local Advisory Committees has been found useful in helping to decide what extra facilities are most urgently required. In this connection it is interesting to note that the demand for refreshment cars for lower class passengers is by no means general as the Great Indian Peninsula Railway which introduced a refreshment car for Indian passengers on the Bombay-Delhi express have had to discontinue its running as it was found that it was not patronised. The same difficulty has been found with refreshment rooms on some lines, *e.g.*, a refreshment room for Hindus at Hardwar has had to be closed as no contractor will accept the work owing to the want of patronage by the travelling public.

Increased facilities for lower class passengers.

99. A brief summary is given below of the steps taken on the more important railways during 1924-25 to improve the facilities for lower class passengers.

Assam-Bengal Railway.

Shuttle trains have been introduced on the Noakhali and Jharia Jhanjail branches and two extra trains on each of the Sylhet and Naginimora Branches.

Extra inter class accommodation has been provided on a large number of trains and electric lights, better seating and latrine accommodation are being provided for 3rd class passengers.

Extra facilities for water have been provided at six stations and extra food stalls or tea rooms for Hindus at five stations and for Muhammadans at four stations.

Waiting sheds for 3rd class passengers have been built at 22 stations and for female passengers at five stations.

Bengal and North-Western Railway.

The design of the new 3rd class coaches has been improved by the provision of electric lights in the latrines.

3rd class waiting sheds have been provided at six stations and Indian ladies waiting rooms at ten stations.

Vendors' shops have been provided at three stations and the construction of Indian refreshment rooms at Barauni Junction and Gonda is in hand.

Bengal-Nagpur Railway.

Two additional local trains have been introduced on the Howrah-Khargpur section and the Howrah-Machada service has been extended to Panchkura.

A new design for 3rd class carriages has been approved in which provision is made for two small compartments in addition to two large compart-

ments. All compartments will be provided with upper berths and bundle racks. Improvements have been made in the design of latrines, lighting and water supply.

A Hindu refreshment room has been opened at Waltair and estimates have been sanctioned for providing Indian refreshment rooms, stalls, etc., at a large number of stations.

A 3rd class waiting shed has been opened at Chatrapur and sheds are under construction at three stations.

Burma Railways.

Electric lighting has been provided in 53 third class carriages.

Extra facilities for water have been provided at three stations.

Vendors' stalls have been provided at one station and are under construction at 25 other stations.

Vendors' stalls have been provided at 24 stations on newly opened lines.

Extensions to waiting sheds have been carried out at 15 stations.

Bombay, Baroda and Central India Railway.

An additional goods train with 3rd class carriages has been provided between Nagda and Shamgarh for six months on the broad gauge and six extra trains have been provided on the metre gauge; the running of four existing trains has been extended.

A new design for 3rd class carriages on the broad and metre gauges has been adopted and this provides for small compartments which can be reserved.

Extra facilities for water have been provided or are in course of erection at 31 stations. Extra stalls for the supply of refreshments to Hindus and Muhammadans are being provided at seven stations and are under consideration at eight other stations.

Extra waiting sheds for 3rd class passengers have been provided at seven stations and existing sheds have been extended at five stations.

The provision of high level platforms, the improvement of the lighting on trains and the provision of extra facilities for the supply of food on trains and its supervision by special Indian Catering Inspectors are in hand.

Eastern Bengal Railway.

Twelve extra trains on the broad gauge and three extra trains on the metre gauge in addition to a shuttle service between Siliguri and Jalpaiguri have been introduced.

Arrangements are being made to provide small inter and third class compartments on long distance trains for small parties requiring reserved accommodation and the size of the latrines and water capacity in third class carriages are being increased.

Tube wells have been provided at six stations and gravity water supply at two other stations while extra facilities for the supply of water have been arranged at Sealdah main station.

Four inter and third class ladies waiting rooms have been provided and extensions made to the inter and third class ladies waiting rooms at Sealdah and to third class waiting sheds at three other stations.

A new station Ultadanga is under construction near Calcutta.

Sanction has been accorded to the provision of a second platform and foot over-bridge at Krishnagar City and to the extension of Up and Down platforms at Dum Dum Junction.

East Indian Railway.

Four extra trains have been introduced during the year.

Thirty bogie 3rd class carriages with small compartments have been placed on the road and these contain improved latrine arrangements and electric lighting.

Extra facilities for water are being provided at 15 stations and a 3rd class compartment on 6 expresses has been fitted for the supply of water to passengers travelling by those trains.

The building of refreshment rooms for Hindu and Muhammadan passengers at Howrah was completed during the year and the provision of such rooms at Mokameh and Patna City is under consideration.

Plans have been drawn up for the provision of raised platforms, over-bridges, waiting halls, covered platforms and zenana enclosures during the next five years and will be carried out as funds permit.

Great Indian Peninsula Railway.

Three trains each way have been run on the Itarsi-Nagpur railway from September 1924.

Twenty-five electric trains each way between Kurla and Victoria Terminus have been introduced from 4th February 1925.

One extra train each way between Bandra and Gowari has been run from February 1925.

Four extra trips each way have been run on the Kurla-Chembur Branch from 1st March 1925.

Extra facilities for the supply of water have been provided at nine stations.

Hindu and Muhammadan refreshment rooms have been opened at Badnera, Murtajapur and Jhansi.

New 3rd class waiting sheds have been provided at 17 stations and are under construction at 22 other stations. Existing sheds have been extended or altered to provide additional accommodation at nine stations, and extensions are in progress at four other stations. New waiting rooms for Indians have been built at Jhansi.

Extra facilities in the form of food stalls and cook houses for 3rd class passengers have been provided at 16 stations. The license fees for the sale of Indian food and fruit, etc., at stations have been reduced to a nominal figure and the prices of fruits and food, etc., have been appreciably reduced; three additional food Inspectors have also been provided to ensure that a good quality of food is provided.

Additional latrine accommodation has been provided at nine stations and benches at stations where the traffic warranted such provision.

Jodhpur Railway.

Additional facilities for the supply of water have been provided at six stations and passenger sheds for 3rd class passengers have been provided at Tando-Jam and Jamrao.

Madras and Southern Mahratta Railway.

Eleven extra trains have been introduced on the broad gauge including a fast express train between Madras and Bangalore and the running of other trains has been extended. Six extra trains have been introduced on the metre gauge including four for the busy season between Poona and Miraj and Hubli and Gadag and the running of other trains has been extended. Through carriages have been arranged to run between Miraj and Hubli and, for the convenience of passengers to and from Shimoga, to Bangalore and Birur.

An improved type of bogie 3rd class carriage has been introduced in which upper bunks are provided for sleeping and also for use as parcel racks during the day; luggage racks are provided only over the centre bunks.

Sixteen electric lights are provided in the place of six lights and the water capacity in these carriages has been doubled.

Extra facilities for the supply of water have been provided at six stations.

Indian refreshment rooms have been provided at five stations.

A 3rd class waiting shed has been built at Dundur and extensions to existing sheds have been provided at nine stations.

Latrine accommodation has been improved at six stations.

Nizam's Guaranteed State Railway.

Increased waiting accommodation for 3rd class passengers has been provided at Secunderabad, Tandur, Dharmabad and Umdanagar and the question of extending the waiting accommodation for 3rd class passengers at nine other stations and of providing extra waiting rooms for Indians at Parbhani and Jalna is under construction.

North-Western Railway.

Eighteen extra passenger trains have been introduced on the North Western Railway during the year.

Twenty-one bogie inter and 3rd class and 28 bogie 3rd class carriages have been placed on the line during the year. These carriages each include two small compartments suitable for reservation by small parties. The water capacity for use in the latrines has been increased from 50 to 75 gallons.

Steps have been taken to improve the supply of cool drinking water for Indian passengers at all stations and cool drinking water storage tanks have been provided at Montgomery.

A Hindu refreshment room has been provided at Hyderabad and a Hindu and Muhammadan refreshment room at Khanewal.

3rd class waiting halls have been provided at 21 stations and existing halls have been extended at three sations. An inter class ladies waiting room has been provided at Ludhiana.

Oudh and Rohilkhand Railway.

A through express train has been introduced between Sealdah and Lucknow for the benefit of 3rd class passengers from the 1st March 1925. Other additional trains have been arranged between Moghal Sarai and Allahabad, and Jaunpur and Janghai.

Tanks for drinking water have been provided at Kashi and Benares Cantonment and extra water taps at some other stations.

Hindu refreshment rooms have been opened at Bareilly and Benares Cantonment and a refreshment room for Hindus has been built at Hardwar but for want of patronage by the travelling public no contractor will accept the work and the room had to be closed down.

3rd class passenger sheds have been provided at six stations during the year and waiting rooms for Indian ladies at five stations.

A booking office has been opened at Hardwar for the convenience of 3rd class passengers and extra facilities for the booking of 3rd class passengers have been provided at three stations.

Rohilkund and Kumaon Railway.

Extra passenger halls have been constructed at Haldwani and Kathgodam and one for Mailani is under consideration.

3rd class bogie stock has been introduced in the place of six wheeled stock on certain trains.

South Indian Railway.

Twenty-four extra shuttle and through trains have been introduced on the broad and metre gauge sections while the running of four other trains has been extended.

Additional water facilities have been provided at ten stations and watermen have been concentrated at those stations where trains halt 10 minutes or longer.

New Indian refreshment rooms are being built at Calicut and Mettupalaiyam.

The existing waiting shed accommodation for 3rd class passengers has been extended at eight stations and new accommodation provided at three stations.

Station platforms have been extended at ten stations and sanction has been accorded to the provision of extra waiting shed accommodation at a number of stations.

As an experimental measure an Indian catering department has been formed and has undertaken the management of the Indian refreshment rooms at six of the larger stations.

Flood damages.

100. Indian railways during 1924-25 again suffered severely from the effects of floods although the damage was limited to fewer railways. The worst floods occurred in Sourthern India in July and in Northern India in September and October. The former were due to an unusually heavy burst of the south west monsoon in Southern India during the second half of July, which resulted in floods of unprecedented severity and caused severe damage to many sections of the South Indian Railway. The latter were due to very heavy rain-fall in the foot hills of the Himalayas, where the Ganges debouches,

from its gorge on to the plains, and in the Siwalik range of hills between Roorkee and Dehra Dun; this resulted in extensive floods which laid waste large areas of country and washed away long lengths of railway. The railway mainly affected was the Oudh and Rohilkhand Railway although the East Indian, North-Western and Rohilkund and Kumaon Railways also suffered from these floods. The effects of some of these breaches lasted for considerable periods owing to the extensive damage caused, long lengths of line having been practically destroyed in some places. Details are given of the more important damages suffered by railways during 1924-25.

South Indian Railway.

The sections mainly affected by the floods in the second half of July 1924 were the broad gauge line between Olavakkot and Calicut, the Shoranur-Ernakulam branch, the Travancore branch, the Erode Trichinopoly branch, and the line between Tanjore and Chidambaram. Traffic had to be suspended on the several sections for periods ranging from a few days to about two months.

Olavakkot-Calicut.—Owing mainly to the Ponnani river overflowing its banks, extensive breaches occurred on this line between 16th and 17th July and a 20′ girder bridge was washed away. The section from Olavakkot to Shoranur was repaired by the 26th of July but much of that work was carried away by a further rise of the river, and mail trains only resumed running on the 30th of July. Communications between Shoranur and Calicut took longer to restore, but by the 19th of August it became possible to work traffic through except that transhipment was necessary for a long time at the Poorapooramba River between Tanur and Parpanangadi stations, the bridge over the river (3 spans of 64 feet) having been carried away.

Erode-Salem.—The running of trains over the Cauvery Bridge near Erode had to be suspended on the 27th of July owing to a rise of 37 feet in the river, which is 7 feet greater than any high flood level previously known. The floods began to subside on the 28th, when trains were again allowed to pass over the bridge.

Shoranur-Ernakulam Railway.—There were several breaches on the Shoranur-Ernakulam Railway between Trichur and Ernakulam and a large portion of the bridge over the Ponnani river was also carried away.

Metre gauge main line.—The line between Kumbakonam and Darasuram on the main line was breached as a result of the floods in the Cauvery on July 20th and after being repaired was breached a second time and through running was only restored on the 1st of August. North of Mayavaram the breaches were extensive and a steamer service had to be arranged between Cuddalore and Negapatam for passengers and mails to and from Madras.

Travancore Branch.—Extensive slips and landslides occurred on the Travancore branch and the line was engulfed in several places between Tenmalai and Aryan kavu. Near Aryan kavu, a length of line of about 5 furlongs completely disappeared owing to a subsidence.

The floods in the Cauvery were also responsible for extensive breaches in the section between Trichinopoly Fort and Kulitalai.

Engine in breach near Lhaksar, Oudh and Rohilkhand Railway, during the floods.

Left abutment of Ramganga bridge on the Moradabad main line, Oudh and Rohilkhand Railway, after the floods.

Oudh and Rohilkhand Railway.

The Oudh and Rohilkhand Railway suffered more severely than other railways as the result of extensive floods towards the end of September and the beginning of October and the photographs opposite pages 67 and 73 of this report will give some idea of the damage caused. In some areas the railway was almost wiped out and it was only after some months that communication could be restored.

On the Hardwar-Dehra Branch the line was breached in 3 places and there was a continuous series of slips between miles 25 and 27 and heavy slips just north of the tunnel at mile 18¼. The rain was so heavy that the water courses could not carry off the water which consequently spread out over the hill side and ran down at such a pace that it stripped first the soil, then the trees and finally the boulders underneath not only filling the culverts but smothering them and the track in a regular avalanche.

Very extensive damage was also done to the railway line in the neighbourhood of Lhaksar where in a stretch of 15 miles the line crosses the Ganges, Banganga, Hardwar and Solani rivers. At one time there was an uninterrupted sea of water 15 miles in extent from Balawali nearly to Landhaura and all the flood openings were being heavily over-worked. In this area it can be said that the railway more or less ceased to exist, bridges and embankments being demolished.

Some gallant actions were done during this period of which that of a permanent way mate named Dallu deserves mention. While patrolling the line this man found that the embankment had subsided under a few sleepers, and while he was attempting to repair the damage the water suddenly rose and breached the bank. Knowing that a passenger train was expected he made a plucky attempt at the risk of his life to cross the breach, but while he was crossing he saw the light of the engine approaching and waved his red light. The breach increased and he was left hanging with both hands on to the rails with his lamp held in his teeth still showing the red light to the approaching engine. The driver saw the light but went forward in order to find out what was the matter. He soon found out for although he proceeded cautiously, his engine subsided into the breach. He and the fireman climbed out over the tender but the Assistant Station Master who was travelling on the engine to find out the cause of the interruption to the telegraph communication was carried away by the flood. Fortunately he caught hold of the branch of a tree as he was being swept away and managed to swim ashore when it was light in the morning.

The floods in the Ramganga River caused extensive damages in the neighbourhood of Moradabad and the left abutment of the Ramganga Bridge on the main line was washed away while other breaches completely isolated Moradabad from the outside world.

Many breaches occurred on the Delhi branch and the worst part of these breaches was the difficulty of obtaining earth to repair them. Some idea of the amount of earth required will be realised from the fact that one breach required 4 million cubic feet of earth to repair it. No. 70 Down Passenger from Delhi had an exciting experience as after it arrived at Kankhather station the line was breached on both sides and the train was cut off on an island; further, owing to a break in the telegraph line nobody knew it was

there. The only food available was in the small private stores of the station staff and this did not go far among 300 passengers. There were a large number of cattle on the island and a communal riot nearly arose owing to the Muhammadans in the train desiring to kill a cow as they did not see why they should starve in the presence of so much potential food. The situation was saved by the Guard discovering that one of the 2nd class passengers was in possession of a gun and a few cartridges and with these he killed a few unfortunate hog deer which were observed dragging themselves out of the water in an exhausted condition.

Considerable damage was also done on the Aligarh and Cawnpore Branches and it was only after many days that through running was resumed.

East Indian Railway.

At Delhi the first indication of an approaching flood was observed at about 3 o'clock in the afternoon on the 28th September 1924, when the water in the Jumna river commenced to rise very rapidly. By noon the following day the water had risen sufficiently to spill over the east bank and submerge the adjoining cultivation. This was followed by an interval of apparent rest lasting about 18 hours; but about 6 o'clock on the morning of 30th a second flood came, which on the 2nd November at 6 P.M. reached the highest level ever recorded in the history of the Jumna river at Delhi.

The result of the excessive rise in the Jumna was that the railway embankment was breached in a number of places over a length of about 4 miles. At the crossing of the East Jumna Canal a skew bridge of three 20 feet arches was completely destroyed and a breach was made in the embankment for a length of about 300 feet to a depth of 55 to 60 feet, below formation. The two tracks of the permanent way were left suspended over the breach and were utilised for a time as a suspension bridge for trollies to run across the gap before a temporary bridge was constructed. Other breaches varied from 80 feet to 500 feet in length and between the breaches the embankment was so badly damaged that it would be more correct to say that there was no embankment left. The energy of the water rushing through the gaps was so violent that holes were scoured from 15 to 35 feet in depth, below the base of the embankment. Repair work was started as soon as possible immediately the flood began to subside but about two months passed before even single line working could be introduced.

Rohilkund and Kumaon Railway.

Exceptionally heavy rains in the Kumaon and Sewalik Hills at the end of September caused record flood levels on the three principal rivers, the Ganges, Ramganga and Sardah, which cross the areas served by the Rohilkund and Kumaon Railway System.

Flood levels were registered which in some cases were $3\frac{1}{2}$ feet higher than any previously recorded in the annals of the Railway extending over forty years.

Floods swept over the country side in a mass of water several miles in width carrying away trees and villages; extensive damage was caused to the Moradabad-Ramnagar and Bareilly-Soron Sections of the Railway and also on the Dudwa Branch. The railway embankments were breached in more than seventy places and four bridges damaged. As

soon as the floods subsided the minor breaches were filled in and temporary lines laid round the larger breaches and by these means railway communication was restored without delay.

North Western Railway.

In addition to several less important breaches at different times during the year, two bridges between Jagadhri and Kalanour on the Ambala-Saharanpur section were washed away on September 29th, 1924, and another breach occurred on the same day between Sarsawa and Kalanour. Further breaches also occurred between Ambala City and Sambhu and passenger and goods traffic had to be diverted. Through booking of coaching traffic was resumed from 16th of October and goods booking from the 20th of October. About the same time the Kalka-Simla Railway was breached in several places.

Accidents.

101. The following table shows the numbers killed and injured separately under passengers, railway servants and other persons for 1924-25 as compared with 1923-24 for the three main groups under which railway accidents are classified :—

	Killed.		Injured.	
	1924-25.	1923-24.	1924-25.	1923-24.
A.—Passengers.				
(1) Accidents to trains, rolling-stock, permanent-way, etc.	117	63	206	214
(2) Accidents caused by movements of trains and railway vehicles exclusive of train accidents.	295	309	1,085	1,038
(3) Accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	6	9	21	20
Total .	418	372	1,312	1,272
B.—Railway Servants.				
(1) Accidents to trains, rolling-stock, permanent-way, etc.	36	21	168	374
(2) Accidents caused by movements of trains and railway vehicles exclusive of train accidents.	386	355	721	585
(3) Accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	44	41	600	461
Total .	466	417	1,489	1,420
C.—Other persons.				
(1) Accidents to trains, rolling-stock, permanent-way, etc.	19	65	34	39
(2) Accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,016	1,945	764	678
(3) Accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	26	19	59	38
Total .	2,061	2,029	857	755
GRAND TOTAL .	2,945	2,818	3,658	3,447

102. The total number of passengers killed and injured show increases of 46 and 40 respectively over the figures of last year but this is mainly due to the Harappa accident in which 107 passengers were killed and 88 injured and of which details are given later. The following statement shows the numbers of passengers killed and injured during the last four years :—

Year.	Killed.	Injured.
1921-22	728	1,569
1922-23	405	1,368
1923-24	372	1,272
1924-25	418	1,312

103. There were also increases in the numbers of railway servants killed and injured during the year and the following table shows the main causes of such accidents on Class I Railways :—

Cause.	Number killed.		Number injured.	
	1924-25	1923-24.	1924-25.	1923-24.
1. Misadventure or accidental	217	181	484	354
2. Want of caution or misconduct on the part of the injured person.	148	153	165	183
3. Want of caution or breach of rules, etc., on the part of servants other than the persons injured.	7	11	38	22
4. Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.	1	2	2	1
5 Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.	1	...	2	2
Total	374	347	691	562

Agents of railways have since been addressed about the importance of ensuring safe methods of working and of bringing prominently to the notice of the staff the necessity for " safety first."

104. Out of a total of 2,945 persons killed, 1,665 were trespassers and 262 committed suicide.

105. A brief description of the more important accidents is given below :—

Harappa Accident.

On 29th August 1924, a serious collision occurred on the North Western Railway between Nos. 43 Up and 24 Down Passenger trains at mile 644/2

between Harappa Road and Mirdad Muafi stations on the Lahore-Khanewal section.

These trains were due to cross at Harappa Road and this had been arranged, but, owing to No. 24 Down running late, " Control " subsequently altered the point of crossing to Mirdad Muafi. On receipt of these orders, the Assistant Station Master, Mirdad Muafi, cancelled the line clear he had obtained for No. 24 Down and gave line clear to Harappa Road for No. 43 Up, stating that he was detaining No. 24 Down at his station. He did this, however, without first recovering and securing in his own possession the " authority to proceed " issued for No. 24 Down, and which he had sent out to the facing points to be picked up by that train. Nor did he place the signals, which he had lowered for No. 24 Down to run through his station, to danger in time. As a result No. 24 Down ran through Mirdad Muafi, picking up the " authority to proceed ", and collided with No. 43 Up, which had meanwhile left Harappa Road.

The engines were interlocked and seriously damaged, and four bogie coaches next to the engine of No. 24 Down were telescoped. One bogie coach next to the engine of No. 43 Up was smashed and one other bogie coach was slightly damaged. The casualties amounted to two railway servants and 107 passengers killed, and 5 railway servants and 88 passengers injured.

The Assistant Station Master, Mirdad Muafi, was prosecuted and was found guilty and sentenced to two years rigorous imprisonment.

Mahlaing Accident.

On April 26th, 1924, there was an unusual accident on the Burma Railways, No. 58 Down Mixed train being struck by a tornado shortly after leaving Mahlaing station. The force of the wind was so great that part of the train was blown off the track, with the result that one II class and five III class carriages were capsized and one I class carriage and one brake-van derailed. The accident occurred on a portion of the line where the bank is 25 feet high. The small number of casualties, namely, one III class passenger killed and six III class passengers slightly injured, was surprising in view of the number of carriages capsized, and was probably due to the foresight of the driver, who had reduced speed, as a precaution, to about 8 miles per hour, before the full force of the tornado struck the train.

Accident on Kalabagh-Bannu Railway.

On the 25th of September 1924 while No. 1 Up Mixed train was passing between Laki Marwat and Gambila Serai stations on the Kalabagh-Bannu Railway three vehicles next to the engine were blown off the line on a curve and capsized due to an exceptionally heavy storm. No one was injured and the block was cleared the next day.

Local Advisory Committees.

106. In last year's report it was stated that by the end of March 1924, Local Advisory Committees had been formed on all Class I State Railways with the exception of the Great Indian Peninsula, Bombay, Baroda and Central India and Bengal-Nagpur Railways. Early in 1924-25 Committees were formed on the Great Indian Peninsula and Bombay, Baroda and Central

India Railways and the following statement shows the number of meetings held during 1924-25 :—

Railway.	Number of meetings held during 1924-25.
Assam Bengal	3
Bengal and North-Western	1 Gorakhpur and 3 Muzaffarpur.
Bombay, Baroda and Central India	8
Burma	5
Eastern Bengal	8
East Indian	11 Calcutta and 2 Cawnpore.
Great Indian Peninsula	10
Madras and Southern Mahratta	3
North-Western	11 Lahore and 4 Karachi.
Oudh and Rohilkhand	11
Rohilkund and Kumaon	1
South Indian	4

The work of Local Advisory Committees has been of considerable value to Agents and members have shown great interest in railway working and many suggestions put forward by the members have been acted upon. One Agent reported that he found the Committee a most useful and business-like body and that the results of the members' labours had been of mutual advantage to the railway and the public.

Some of the Committees have visited the railway workshops; interest has also been shown in the design of 3rd and inter class carriages and the advice given has often been of use in helping to decide what improvements can be introduced in the arrangements of seating, etc., in carriages.

Other subjects discussed at the meetings included such questions as facilities for 3rd class passengers, concessions in fares, modifications of time-tables, arrangements for lower class passengers to obtain suitable refresh-ments, payment of claims and conditions for the booking and weighment of consignments, etc.

APPENDIX A.

Notes on the relation of the Government to Railways in India.

(Reprinted from the Report for 1914-15.)

Diversity of Relations between the State and Railways.

One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, three (the North-Western, Eastern Bengal and Oudh and Rohilkhand Railways) are owned and worked by the State; eight* (the East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur, South Indian and Burma) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; three important lines (the Bengal and North-Western, Rohilkund and Kumaon and Southern Punjab) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Indian States, in respect of the chief railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the railways which are of the first importance.

History of Relations of the Government and Companies.

The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railway, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the

*The East Indian and Great Indian Peninsula Railways have since been taken over by the State and are now owned and worked by the State.

East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.

The policy supported by Lord Dalhousie was adopted, and between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Scinde (afterwards, the Scinde, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company—see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, 4¾ and 4½ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies' interests therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.

An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption

with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line, with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the " Oudh and Rohilkhand Railway Company ") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—" The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.

2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the chief capital expenditure on railways was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawaddy Valley and Tirhoot.

Progress in the Construction of Railways.

By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Nalhati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioners remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Introduction of Modified Guarantee Terms.

Action of the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital, the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam-Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was 3½ per cent. for the first six years and thereafter 3 per cent. The Burma Railways Company was formed in 1897 to manage and develop the line in that Province that had been constructed by the State. Interest at 2½ per cent. was guaranteed on the share capital raised by the company, and the surplus profits were originally divisible in the proportion of four-fifths to the Secretary of State and one-fifth to the company, but since 1908 the division has been proportional to the capital invested by each in the undertaking. The contract with the Burma Railways Company is terminable by the Secre-

tary of State in 1928, or on subsequent occasions, on repayment of the company's capital at par.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.

In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, Oudh and Rohilkhand and Scinde-Punjab and Delhi lines were purchased and transferred to State management, the last named now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In all other cases (East Indian, South Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Southern Mahratta, and Bengal-Nagpur), the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital, and modification in favour of the Government of the clauses relating to the division of surplus profits.

Arrangements between the Government and Companies at present.

The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interests on the termination of old contracts.

When funds required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. The company receives guaranteed interest at a fixed rate on its capital; and similar payments out of the earnings are made to the Government. If, after these have been made, surplus profits remain, they are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in all cases only a small fraction of the Government's share.

All the contracts, except one, which is for a fixed term of 25 years, are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the power of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines worked by Companies.

In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894.) While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1932 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1932, the lines will become the property of the State in 1981 on terms much less favourable to the companies. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX B.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways, three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles.
Western	927 miles.
and North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the

Director of Stores similarly acted in matters concerning stores and rolling stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881 :—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways in the General Branch. The posts of Director of State Railways Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative

and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction and Deputy Secretary, and *ex-officio* Director of Stores.
(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.
(3) Two Under-Secretaries.
(4) Two Assistant Secretaries.
(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway matters, and two other Commissioners who should be men of high railway standing and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.
(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.
(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a Member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.
3 Assistant Secretaries; one each for Establishment, Construction and Traffic.,

1 Registrar.
1 Director of Railway Construction.
1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers both administrative and financial should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

1. The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.
2. The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.
3. The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one Member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board, however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominent owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922 and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board" for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as now constituted consists of the Chief Commissioner as president, the Financial Commissioner and 2 Members. The Acworth Committee proposed that the Indian Railway System should be sub-divided into three territorial divisions and that a Commissioner should be allocated to each Division. Careful consideration was given to this recommendation of the Committee, but it was found that it would involve a good deal of overlapping of subjects and duplication of duties and would also, by interposing another officer between the Railway Department and the Agents, give rise to delays in work and lack of promptness in giving decisions. It has, therefore, been decided to allot the duties of the two Members on the basis of subjects rather than on a territorial basis. This has the incidental advantage enabling the work to be done by two Members instead of three, as recommended by the Acworth Committee. In view, however, of the importance of the question involved, it was decided to introduce this system tentatively and to consider, after it had been in force for one year,

whether it should be retained or altered in favour of division of work on a territorial basis. Further experience has however shown that this system works satisfactorily and there is at present no intention to alter it.

The re-organisation provides for arrangements to relieve the Chief Commissioner and Members from all but important work by the appointment of responsible Directors at the head of each of the main branches of work, namely, Civil Engineering, Mechanical Engineering, Traffic and Establishment. It is expected that the re-arrangement of the disposal of current work under this organisation will free the Chief Commissioner and the Members to devote their attention to larger questions of railway policy and enable them to tour over the various railway systems to a greater extent than they have been able to do in the past. By this means they will keep in touch with local Governments, Railway Administrations and public bodies to an extent which will largely meet the principal object of the Acworth Committee in recommending the appointment of Territorial Commissioners. As a general rule it will be possible for either the Chief Commissioner or one of the Members to visit the headquarters of every major Local Government and every important Railway Administration at least once a year. Such visits have in effect been carried out during the past year with very beneficial results in the disposal of business.

Two of the four Directors were already in existence in the form of the Chief Engineer and the Chief Mechanical Engineer. Hitherto these officers have been employed mainly in consultative work, but under the re-organisation the scope of their duties is being enlarged so as to entrust them with the direct disposal of such matters dealt with in their branches as do not raise large questions of policy.

The posts of one Joint Secretary and four Assistant Secretaries were replaced by six Deputy Directors of similar status and one Assistant Director. Of these one officer is required to reconstitute the post temporarily discontinued in the Project branch of the office, as it has been found impossible to carry on the current work relating to projects and open lines with a single Assistant Secretary in view of the very large number of projects which now have to be examined by the Railway Board. The other additional Deputy Director is required for dealing with statistics and the need for a whole time officer for this subject has been very forcibly brought out by the criticisms to which the former statistics and their use have been subjected both by the Acworth Committee and the Retrenchment Committee.

Provision was also made for an addition to the junior officers in the appointment of an Assistant Director, whose duties will be to supervise the technical branch of the office and the drawing office, which is becoming of considerable importance in view of the progress which is being made towards standardisation in technical matters.

Experience of the working of this organisation during 1924-25 brought out the fact that sufficient staff had not been provided on the financial side and when the Legislative Assembly agreed to the separation of the railway finances from the general finances of the country in September 1924, it was found necessary to appoint at once with the sanction of the Secretary of State a Deputy Director and an Assistant Director of Finance, and the question of the appointment of a Director of Finance is also under consideration.

It was also found necessary to strengthen the statistical branch of the office by the appointment from January 1925 of an Assistant Director of Statistics in charge of compilation, whose duty it will be to supervise the checking of the returns received from railways, to carry out a test audit of the compilation of statistics on railways and to exist railways to introduce revised and up to date methods of compilation.

APPENDIX C.

Resolution regarding the separation of Railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

"This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition of not more than one further nominated official member, six non-official members selected from a panel of eight elected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subject to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(*i*) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(*ii*) that the purchases of stores for the State railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India.

APPENDIX D.

Rules relating to allocation of expenditure and to depreciation fund.

Classes of wasting assets on railways with the assumed normal life of each class.

	Class of asset	Normal life.
1.	Bridge work—Steel work	60 years.
2.	„ Masonry	125 „
3.	Permanent-way—Rails and fastenings including points and crossings	60 „
4.	„ Sleepers—Wood	15 „
5.	„ „ Cast iron and ferro concrete	40 „
6.	„ „ Steel trough	30 „
7.	Buildings—Masonry	200 „
8.	„ All others	50 „
9.	Station machinery	40 „
10.	Plant	20 „
11.	Ferries	40 „
12.	Rolling stock—Locomotives—Engines and tenders	35 „
13.	„ „ Boilers	25 „
14.	„ Carriage and Wagon—Coaching vehicles	30 „
15.	„ „ Goods vehicles	40 „
16.	Motor vehicles—Rail	20 „
17.	„ „ Road	10 „
18.	Electric instruments and telephones	13 „
19.	„ Power Stations and Sub-stations—Buildings	30 „
20.	„ „ „ Plant	20 „
21.	„ Locomotives	35 „
22.	„ Overhead equipment of track	50 „

Rules governing the allocation of expenditure to capital, to the depreciation fund, and to revenue.

1. Capital bears:—

(*i*) the first cost of construction and equipment of the line;

(*ii*) the cost of maintaining a section of the line not opened for working;

(*iii*) the cost of any addition to the line or the equipment of the line when estimated to cost more than Rs. 2,000, except of a temporary or experimental work;

(*iv*) any excess in the cost of replacing a work or article of equipment (except a temporary or experimental work or a work originally estimated to cost Rs. 2,000 or less) over the cost at debit to capital of the work or article replaced;

NOTE 1.—If a temporary or experimental work is replaced by a permanent work, the whole cost of the permanent work is charged to capital, if estimated to cost more than Rs. 2,000.

NOTE 2.—The total cost of replacing a work originally estimated to cost Rs. 2,000 or less is charged to capital, if estimated to be over Rs. 2,000.

(*v*) the cost of any appointments specifically created for the supervision or construction of a work chargeable to capital, and a proportionate share of the cost of any such appointments, where the cost of work is chargeable partly to capital and partly to the depreciation fund or to revenue;

(*vi*) the cost of land.

2. Capital is credited with:—

(*i*) the difference between the cost at debit to capital of a replaced work or article and the cost of replacement, where the cost of replacement is less than the cost at debit to capital;

(*ii*) the cost at debit to capital of any work or article of equipment which is abandoned or disposed of without being replaced.

3. The depreciation fund bears:—

(*i*) the original cost of any of the units shown under the following classes of assets when a unit is replaced:—

Class of asset.	Normal life.	Unit.
	Years.	
1. Bridge work—Steel work	60	1. An entire span of girders. 2. Steel work on an individual bridge originally costing more than Rs. 10,000.
2. Bridge work—Masonry	125	An entire abutment pier, or arch.
3. Permanent-way—Rails and fastenings including points and crossings.	60	Rails and fastenings, points and crossings.
4. Permanent-way—Sleepers—Wood	15	Sleepers, wood.
5. Permanent-way—Sleepers—Cast iron and ferro concrete.	40	Sleepers, cast iron and ferro concrete.
6. Permanent-way—Sleepers—Steel trough	30	Sleepers steel trough.
7. Buildings—Masonry	200	1. An entire building. 2. A part of a building when the part originally cost more than Rs. 25,000.
8. Buildings—All others	50	1. An entire building. 2. A part of a building when the part originally cost more than Rs. 25,000.
9. Station machinery	40	An entire unit of station machinery.
10. Plant	20	An entire unit of plant or an entire machine. *Note*—Loose hand tools do not constitute a unit.
11. Ferries	40	An entire vessel, engine or boiler.
12. Rolling stock—Locomotives—Engines and tenders.	35	1. An entire engine. *Note*—The depreciation fund bears the cost of rebuilding an engine if the work is undertaken as one operation. 2. An entire tender.
13. Rolling Stock—Locomotives—Boilers	25	An entire boiler.
14. Rolling Stock—Carriage and Wagon—Coaching vehicles.	30	An entire vehicle.
15. Rolling Stock—Carriage and Wagon—Goods vehicles.	40	Ditto.
16. Motor vehicles—Rail	20	Ditto.
17. Motor vehicles—Road	10	Ditto.
18. Electric instruments and telephones	13	All articles.
19. Electric Power stations and Sub-stations—Buildings.	30	1. An entire building. 2. A part of a building when the part originally cost more than Rs. 25,000.
20. Electric Power stations—Plant	20	An entire unit of plant or entire machine.
21. Electric Locomotives	35	An entire Locomotive.
22. Electric overhead equipment of track	50	All articles.

(*ii*) the credit to capital under rule 2 when a complete unit as described in clause (*i*) of this rule is replaced, abandoned, or disposed of.

NOTE.—The credit to capital is given when the unit is replaced, abandoned or disposed of.

4. The depreciation fund is credited annually with an amount equivalent to the total expenditure to the end of the previous financial year on all the units of each class of asset as described in rule 3(*i*), divided by the number of years assumed as the normal life of that class of asset in Annexure A to these rules; provided that no

credit shall be given on account of any unit after the period assumed for its normal life has expired. The effect of the rule prescribed in this paragraph is that when a unit is replaced or abandoned or disposed of before the expiry of its assumed normal life the credit on its account to the depreciation fund continues until the expiry of its assumed normal life. But in exceptional cases, where replacements, involving substantial amounts are undertaken many years before the expiry of the assumed normal life of a unit or units, a revision of the entries in the record of depreciation may be made so as to avoid double payments into the depreciation fund in respect of such units, both on the original cost of the unit and on the cost of replacement. All such cases should be referred for the specific orders of the Railway Board.

No credits or debits should be made to the depreciation fund on account of temporary or experimental works, or additions costing Rs. 2,000 or less.

5. Revenue bears all other charges including:—

(*i*) the cost of temporary and experimental works;

(*ii*) the cost of any addition to the line or the equipment of the line, when estimated to cost not more than Rs. 2,000;

(*iii*) such portion of the cost of any appointments specifically created for the supervision or construction of a work chargeable partly to capital and partly to the depreciation fund or to revenue as is not borne by capital under rule 1 (*v*);

(*iv*) the credit to capital under rule 2 when it is not borne by the depreciation fund under rule 3 (*ii*);

(*v*) the original cost of any work or article of equipment replaced, when it is not borne by the depreciation fund under rule 3 (*i*);

(*vi*) the credit to the depreciation fund under rule 4.

6. Revenue is credited with any amount received from the disposal of a work or article of equipment.

Record of Depreciation.

Class of Assets——————Normal life——————

Year.	Contribution of the year.	Add depreciation on capital and replacement expenditure of the year.	Deduct depreciation which ceases in the year.	Contribution of the ensuing year.
1	2	3	4	5

(1) The total amount spent in the year on complete units, as detailed in rule 3 (*i*), will be divided by the assumed normal life of the class of assets, and the result entered in column 3, a similar amount shall be entered in column 4, against the year after that in which the assumed normal life expires. For example, if in 1924-25, 20 lakhs have been spent on additional wagons, and 20 lakhs on the purchase of wagons to replace worn out stock, one lakh will be entered against the year 1924-25 in column 3 and one lakh against the year 1965-66 in column 4.

APPENDIX E.

Government of India, Railway Department Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of Financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(*i*) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(*ii*) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(*iii*) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(*iv*) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(*i*) That money had been raised which the Government of India was unable to furnish.

(*ii*) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(*iii*) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in this direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee require to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are "successful," that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less "prosperous" Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. $10\frac{3}{4}$ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted

now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. 2¼ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part, on the nature of the provision made in the matter in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken "with the previous sanction of the Government of India." Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up the minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation." That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words in entry 5(*a*)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line," the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (*f*) of sub-section (3) of section 80 A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

* "Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6(*d*) of Part II of this schedule."

15. The proposals set forth in this Resolution are not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposals that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or, at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the construction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities, it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be

taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

His Excellency the Viceroy's address to the Indian Railway Conference Association at the opening of the 1924 session.

His Excellency the Viceroy delivered the following address to the Association in the Legislative Assembly Chamber, Simla, in the presence of the Governor of the Punjab, the Commander-in-Chief, the Members of Council, representatives of the Council of State and of the Legislative Assembly, and a large gathering of Civil and Military officers.

GENTLEMEN,

I greatly value this opportunity of welcoming the members of the Indian Railway Conference Association. This meeting enables me in the first place to express my warm appreciation of the very valuable results obtained from the meetings of the Association. The Association has, I understand, now been in existence for nearly a quarter of a century. Its primary function was to frame arrangements for the management of traffic interchanged between the different railways; but it also considers and advises upon all other questions of railway management referred to it by its members or by the Government of India and this aspect of its activities has naturally grown in importance. The full Conference only meets once in twelve months; but its functions are carried on throughout the year by technical sub-Committees whose recommendations come before the full meetings of the Association at this annual Conference. I attribute the greatest importance to both the formal and informal aspects of these deliberations. I cannot estimate too highly the value to the Government of India of the expert assistance and advice received from this experienced body. Both the public and the Government owe a debt to the Association for the sustained efforts which are made at these Conferences to perfect the harmonious working of railways in India and to conduce to improved efficiency in the service of the public. I am aware that during your discussions many questions are satisfactorily decided which would otherwise only come to a decision after lengthy consideration by the Railway Board of the representations of different railway administrations; and last but not least I attach the highest importance to the opportunities which these meetings afford to the Agents and principal officers of all the railways in India for coming together for the purpose of informal discussion and interchange of views. These meetings must be of the greatest value to them; and they also afford the officers of my Government an opportunity for discussions with them of the same nature which, I know, are very greatly prized.

I value the opportunity of this meeting also because I am enabled thereby to address those who are directly responsible for the working of the great railway systems of India. I need not dwell on the great importance of the latter to this country. From small beginnings—I believe the first railway opened in India over seventy years ago was a modest project running for 21 miles only—a vast and complex system has been built up. The total mileage now exceeds 38,000 miles; and last year nearly 600 million passengers and 100 million tons of goods were carried on the system. The staff employed on railways numbers nearly $\frac{3}{4}$ million persons. On budget lines alone this year the earnings may be expected to attain a total of 97 crores of rupees. The magnitude of the changes which the railways have brought about in the social and economic life of the Indian people in the last half century can hardly be estimated. The expansion of the railway system has silently but surely made for the spread of civilization, for a general increase in material prosperity, for greater happiness and for greater unity among the people of India and for wider possibilities in public and private life. Those who have helped to build up and expand the system may well take pride in the achievement. I fully realise the great responsibilities and the heavy burden of work which lies upon those entrusted with

the working of this vast and complex system; and for this reason and on account of the great importance to India of the duties they perform, it is a special pleasure to me to meet here to-day those principally responsible for the management of Indian railways.

Apart from my keen interest in railways generally on account of their connection with development and progress in India, circumstances place me in an even more intimate relation in regard to them. In India a very large portion of the railway system is owned by Government, and in consequence my Government is vitally interested and directly concerned in the efficient and economical management of the railway system. The difficulties which have had to be faced during the past war period are well known; and I need not explore their causes. The brief boom of 1919-20 was succeeded by a period of severe trade depression. There was leeway to make up in repairing wastage while the cost of material had risen in an unprecedented fashion and the wages bill had swelled owing to the abnormal increase in prices and cost of living. In 1921-22 and 1922-23 the railways were unable to pay interest charges and a situation of great difficulty had arisen. The only solution of the problem was to introduce a policy of retrenchment and rigorous economy in working charges while at the same time making a reasonable increase in rates and fares. My Government greatly appreciate the loyal manner in which the railway administrations and their staff co-operated in the execution of this policy. The fruit of their labours is already apparent. Last year the railways made a net contribution to the State of more than six crores and paid a net return on capital invested of more than 5 per cent. It is too early to prophesy as regards the present year and it is necessary to make allowance for the damage, not yet fully estimated, caused by the recent disastrous floods; but the prospects are hopeful; and with the gross receipts up to the end of last August in excess of those of the corresponding period of last year by 309 lakhs, a confident view may be taken. I have on various occasions expressed my opinion that a slow but steady revival of trade is taking place; and the railway returns, which act as the barometer of trade, point to the indicator moving in that direction. The capital expenditure of the last few years is beginning to take effect in increased capacity and better facilities for handling traffic. In addition, in spite of greatly increased traffic and earnings, the ordinary working expenses for the early portion of the year stand at a lower figure than last year. The fall in prices is without doubt a contributing factor, but the main credit must be given to the Agents and their staff without whose continuous efforts and close attention to economy these satisfactory results could not have been secured.

Some portion of the improvement effected may also be attributed to the process of overhauling the railway organization in the Central Government. The Acworth Committee and the Inchcape Committee offered my Government valuable advice both on the financial and administrative side of railway policy. The suggestions of the Inchcape Committee have borne fruit in resulting economies without loss of efficiency. The reorganisation of the Railway Department, which formed the subject of one of the recommendations of the Acworth Committee, has been energetically carried out by Sir Charles Innes. The Railway Board has been strengthened by the inclusion of a Financial Adviser and by addition to the Staff of a number of technical officers; and under Mr. Hindley's able guidance the central directorate is now approximating more and more to the ideal of a general staff for railways. Time will not permit of my dwelling on all the benefits which have been derived from these new activities; but the public may rest assured that in the Railway Board they now possess a scientific and practical body constantly engaged in the study of the railway problem of India as a whole and in devising improvements and developments on a comprehensive scale.

Great as the progress has been, nevertheless owing to the size of India, development necessarily lags behind the needs of the continent. I am tempted to dwell at length on the fascinating subject of productive expenditure in India. In my view, after the completion of the rehabilitation of the existing railway system, a well con-

sidered plan for the extension of cheap but efficient railway transport is a primary necessity in India; and no step is more likely to conduce to an increase in trade and industry and in the general prosperity of the country. I am glad to be able to state that we have already made some progress in this direction; projects for nearly 1,000 miles of new lines have been sanctioned and little difficulty is anticipated in future in finding money for new projects of a remunerative nature.

My Government have also approved in consultation with Local Governments of a new policy from which good results are anticipated. Where a Local Government for administrative or other reasons attaches importance to a local railway project which cannot be brought within the four corners of the definition of a commercially remunerative scheme, the Government of India will be prepared to construct and work a line desired by the Local Government provided the Local Government guarantees a specified rate of interest on the Capital outlay and the scheme does not conflict with more extensive projects. This policy will, I trust, operate to associate the Local Governments with railway development and adjust the general policy to local conditions. I trust Agents will keep in touch with Local Governments in exploring local needs and advise them in regard to promising local projects which can suitably be taken up under the new policy.

The Acworth Committee gave prominence to the vexed question of the comparative merits of state and company management of railways. This question also aroused considerable interest in the Indian Legislature. As the outcome of the discussions on the subject, the Government of India, as you are aware, have decided to take under direct management the East Indian Railway from the 1st of January next and the Great Indian Peninsula Railway from next July.

These changes will involve the transfer to service under the Government of India of a number of officers and several thousands of employees now working under companies on these lines. The members of these staffs are naturally apprehensive of the manner in which the change of management may affect the staff. I take this opportunity of assuring them that the officers and men of the two railways need have no fears that the change will affect them adversely in the conditions of their pay, service or prospects.

The most comprehensive change to which immediate effect is to be given arising out of the consideration of the Acworth Committee's report, lies in the domain of finance. In the past in this aspect the Railway Department occupied the same position as that of other Departments of the Government of India. In spite of the possession of special powers and of the theoretical advantage of treatment on a commercial working basis, in practice the Railway Department was crippled for development purposes by the restrictions inherent in the system. Railways depended for finance upon money voted each year and the net earnings of the railways went into the general exchequer. I need not dwell on the weak points of this system. The inevitable tendency, especially apparent during the war, was to expect railways to contribute more than their just share to general revenues and to class the powers of recovery through railways as a potentiality for adding to revenue from taxation. This tendency killed the incentive to economy in working and continuity in railway policy and definitely operated to discourage initiative in commercial management and real increase in efficiency in the public service obtained by results in the working of the railways themselves.

The Acworth Committee's recommendations put the situation in a new light and directed a fresh angle of vision towards the principle involved in the system. A step in advance was made when with the approval of the Legislative Assembly a capital programme was guaranteed to the railways over a period of years. The spirit of reform progressed to a logical conclusion during the last session of the legislature when a convention received approval separating railway Finance from general Finance.

I congratulate the Assembly on the wisdom of the decision arrived at. For a time during the debates on the subject, the decision was in jeopardy. Non-official

amendments were moved the purpose of which was to subject the change to other conditions wholly unconnected with the principle involved. Had these conditions, which included the complete subordination of all initiative in executive action of the Executive Government to the Legislature, been pressed, Government would have been obliged to have abandoned the project for separation. It would not have been possible as a condition of the latter to have given up a constitutional principle of first importance. Fortunately wiser counsels prevailed; I desire to express my appreciation of the able services of the officers who presented the Government case and of the public spirit of those members of the Assembly who assisted in bringing about an acceptance of the proposals. I realise that in some cases their support was given to a government measure of benefit to the interests of India notwithstanding political differences with Government on other subjects; and the resolution as finally framed and passed represents on the chief point involved in the debate a compromise honourable to both parties in the discussion. Government has agreed to a provision by which the Legislative Assembly are at liberty to terminate the arrangement in the event of a State-managed line being handed over to a Company against the advice of the Assembly while the main question of a convention to separate railway from general finance has been accepted. The matter now rests on a proper basis. The importance of the reform cannot be over-estimated. The State will continue to receive a fair and constant return from the money spent on railways, while communications will no longer run the risk of being taxed unfairly through the railways. General revenues may be expected to gain from stabilization of railway revenue. The railway administration will now possess a real incentive to economy in working on commercial lines. Proper arrangements can now be made for depreciation and for building up railway reserves. Continuity and regular growth in railway policy has become possible; and it is hoped that in due course the public will pay less for the existing service of the railways, while railway facilities will be largely increased without addition to the burden of general taxation.

During the debates great stress was laid on Indianization and the resolution in its final form incorporated the views of the Assembly in this point though these views formed no part of the actual convention regarding railway finance. The Lee Commission had made recommendations on this question which were in accordance with the general policy of His Majesty's Government as expressed in the preamble of the Government of India Act, and before the debate on railway finance in the Assembly, the Government of India had decided to accept these recommendations which have the effect of pressing forward as rapidly as possible the extension of existing facilities in order that " the recruitment of Indians be advanced as soon as practicable up to 75 per cent. of the total number of vacancies in the railway department as a whole."

In view of doubts expressed in the press as to the manner in which this policy may affect a community now widely represented among the ranks of the railway staff, I desire to make it clear that I fully recognise that the Anglo-Indian Community have played a very considerable part in working the railways in the past; and for this reason among others the Anglo-Indian community may rest assured that in the execution of the policy of increasing Indianization their interests will receive the most careful consideration and stand in no danger of being overlooked.

The separation of railway finance, which within limits constitutes the Agents as masters in their own house, increases their responsibility. Each year whatever the conditions, the contribution has to be paid into general revenues. Any deficit which may occur cannot merely be passed on to those revenues. So long as the convention subsists, the Agents have to depend on their own resources and contrive to succeed within these limitations. The closest supervision and most careful attention to economy and efficiency in working will in consequence be called for.

I appreciate the difficulties of the task which lies ahead and the strain which the Agents and their staff will be called upon to bear; but I am confident that the basis on which railway finances have now been placed is sound in principle and in view of

the success of the efforts of the last two years I have no doubt that the fullest reliance can be placed on the railway administrations to produce the most satisfactory results as the outcome of their new responsibilities and the wider field of initiative now before them.

I know that the task will be undertaken in the right spirit and that those engaged in it will derive encouragement from the great importance to India of the duties they perform. If they succeed, as I am confident they will, I shall be the first to rejoice with them in the issue of their labours and to offer my contribution of praise to their success.

I have referred to the fact that the railways touch almost every aspect of the lives of the people of India. It is inevitable in the circumstances that with growing consciousness and the spread of responsible institutions among the people railway administration should be a common target of attack and criticism. Much of the latter may be ill-founded and due to misapprehension; and for that reason it must at times be irksome to the railway staff who are performing their duties in difficulties little understood by the general public. Nevertheless in my view Railway Administrations may derive satisfaction from the attention so continuously, if embarrassingly, directed towards them by the legislatures and the public. It places the importance of the railways in the eyes of the public beyond all doubt; and the administrations may take a just pride in this recognition of their position by the public as a great national utility service.

I have dwelt on the great part railways have played in the development of India, how they have spread civilization and material prosperity and changed the economic and social life of the Indian people as they have advanced and how they have in a great measure contributed to the conditions which make it possible to-day to think of India as a united entity with common national aspirations.

Those who have been for many years connected with railway administration in India can look back with satisfaction on the steady course of this advance. They can recall with pride the practical difficulties which have been overcome, the administrative problems at one time appearing insoluble which have been solved, and the technical triumphs by which bridges have spanned the great rivers of India and baffling gradients have been surmounted. Their thoughts naturally turn towards what the future has in store. As far as it has been possible to contrive, the necessary machinery for the development of railways has been set up and the ground has been cleared for expansion; but this expansion from which nothing but benefit can accrue to India must depend in a large measure on the peaceful and steady progress of the people of India with which the railways are so closely bound up and to which they directly react.

It is my earnest hope that all that tends to retard that progress may be eliminated, that the distressing communal differences unhappily so prominent at the present time and so fatal to moral and material well-being may be composed. It is the unceasing preoccupation of myself and Government to discover means to allay the intensity, and, I deeply regret to say, the bitterness of feeling between members of the two great communities. No graver problem confronts India at this moment; none deserves closer attention; none more urgently calls for the whole-hearted co-operation and good-will of all sections of Indian opinion. I also trust that all influences unfortunately now existing which operate to set back the ordered course of the constitutional advance of this great country towards the goal of responsible self-government in the Empire may disappear, and that the day may not be far distant when a keen sense of public duty and a desire to serve the true interests of India will rise superior to all sectional considerations and lead to union in whole-hearted efforts for the progress and prosperity of her people.

APPENDIX G.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1924 as compared with 1st April 1925.

Item.	A. B.		B. N.		B. & N. W.		P., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		O. & R.		R. & K.		S. I.		State Railway officers not previously included.		Total.	
	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1. *Agency Department*—																														
1·01. Europeans	2	2	4	4	2	2	7	7	3	3	3	3	8	7	7	7	4	4	6	7	2	2	2	1	2	3	..	..	52	52
1·02. Anglo-Indians	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2
1·03. Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1·04. Non-Muslims	..	..	1	1	..	..	..	..	..	..	..	..	2	3	..	1	2	2	2	1	..	..	..	..	1	1	..	..	8	9
1·05. Total	2	2	6	6	2	2	7	7	4	4	3	3	10	10	7	8	6	6	8	8	2	2	2	1	3	4	..	..	62	63
2. *Engineering Department*—																														
2·01. Europeans	20	21	61	72	19	21	53	59	35	34	29	28	46	44	67	62	42	46	76	68	16	16	5	5	35	43	47	47	551	566
2·02. Anglo-Indians	..	..	12	12	..	..	..	..	3	3	3	1	1	2	2	2	1	1	7	4	1	..	..	..	..	..	5	3	35	28
2·03. Muslims	1	1	4	3	..	..	1	..	..	..	..	..	1	1	4	4	..	..	1	2	..	..	..	..	1	1	2	4	15	16
2·04. Non-Muslims	1	1	10	11	..	..	8	11	1	2	18	18	9	10	6	7	4	4	31	32	9	10	..	..	6	9	3	13	106	128
2·05. Total	22	23	87	98	19	21	62	70	39	39	50	47	57	57	79	75	47	51	115	106	26	26	5	5	42	53	57	67	707	788
3. *Traffic Department*—																														
3·01. Europeans	11	10	36	34	13	14	36	35	22	23	24	23	46	64	59	58	23	24	44	50	15	15	2	2	18	18	8	8	357	378
3·02. Anglo-Indians	1	1	1	2	..	..	2	2	2	2	1	1	6	7	7	4	2	2	1	2	1	1	..	..	1	1	..	..	25	25
3·03. Muslims	..	..	2	2	1	1	..	..	..	..	2	2	3	3	..	..	1	1	9	8	7	6	..	..	..	..	..	1	25	24
3·04. Non-Muslims	1	1	9	10	2	2	7	7	2	3	10	10	12	14	7	8	5	4	7	9	..	1	..	..	3	3	..	..	65	72
3·05. Total	13	12	48	48	16	17	45	44	26	28	37	36	67	88	73	70	31	31	61	69	23	23	2	2	22	22	8	9	472	499
4. *Locomotive and Carriage and Wagon Departments*—																														
4·01. Europeans	8	8	29	28	10	10	30	32	17	17	19	18	37	16	25	24	22	22	57	52	13	12	3	2	14	16	4	4	288	261
4·02. Anglo-Indians	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	2	2
4·03. Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1
4·04. Non-Muslims	1	1	..	1	..	..	..	..	..	..	2	2	4	3	2	3	..	..	..	1	..	..	..	..	..	..	..	..	9	11
4·05. Total	9	9	29	29	10	10	31	33	17	17	21	20	42	19	27	28	22	22	57	54	13	12	3	2	14	16	..	4	299	275

5. Stores Department—																														
5·01. Europeans	1	1	6	8	1	2	7	7	2	2	3	3	5	5	8	9	5	6	10	10	4	3	..	..	3	3	3	3	58	62
5·02. Anglo-Indians	..	..	..	..	..	..	..	..	1	1	4	2	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	1	7	6
5·03. Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5·04. Non-Muslims	..	..	1	1	..	..	..	..	1	1	1	1	..	..	..	..	..	..	2	2	1	2	..	..	..	..	..	..	6	7
5·05. TOTAL	1	1	7	9	1	2	7	7	4	4	8	6	5	5	8	9	5	6	12	12	5	5	..	..	5	5	3	4	71	75
6. Other Departments—																														
6·01. Europeans	10	10	26	25	6	6	22	22	12	12	5	6	47	48	29	25	21	20	11	7	4	4	1	2	10	10	..	..	204	197
6·02. Anglo-Indians	1	1	..	..	..	..	3	3	..	..	2	2	3	4	..	..	1	1	7	12	..	1	..	..	1	..	..	..	18	24
6·03. Muslims	..	..	..	..	..	..	..	..	..	..	1	1	1	1	..	..	..	..	1	1	1	1	..	..	..	..	..	..	4	4
6·04. Non-Muslims	2	3	3	4	1	1	7	7	1	1	4	4	5	4	7	6	7	7	6	10	4	4	2	1	2	4	..	..	51	56
6·05. TOTAL	13	14	29	29	7	7	32	32	13	13	12	13	56	57	36	31	29	28	25	30	9	10	3	3	13	14	..	..	277	281
7. Total—																														
7·01. Europeans	52	52	162	171	51	55	155	162	91	91	83	81	139	134	195	185	127	122	204	194	54	52	13	12	82	93	62	62	1,510	1,516
7·02. Anglo-Indians	2	2	14	15	..	..	6	6	7	7	10	6	11	13	9	6	4	4	15	19	2	2	..	..	4	3	5	4	89	87
7·03. Muslims	1	1	6	5	1	1	1	..	..	..	3	3	5	5	4	5	1	1	11	11	8	7	..	..	1	1	2	5	44	45
7·04. Non-Muslims	5	6	24	28	3	3	22	25	5	7	35	35	32	34	22	25	18	17	48	55	14	17	2	1	12	17	3	13	245	283
7·05. TOTAL	60	61	206	219	55	59	184	193	103	105	131	125	237	236	230	221	140	144	278	279	78	78	15	13	99	114	72	84	1,888	1,931
8. Increase + Decrease —																														
8·01. Europeans	..	..	..	+9	..	+4	..	+7	..	..	..	—2	..	—5	..	—10	..	+5	..	—10	..	—2	..	—1	..	+11	..	..	..	+6
8·02. Anglo-Indians	..	..	..	+1	..	..	..	..	..	..	..	—4	..	+2	..	—3	..	..	..	+4	..	..	..	..	..	—1	..	—1	..	—2
8·03. Muslims	..	..	..	—1	..	..	..	—1	..	..	..	..	..	..	..	+1	..	..	..	..	..	—1	..	..	..	..	..	+3	..	+1
8·04. Non-Muslims	..	+1	..	+4	..	..	..	+3	..	+2	..	..	..	+2	..	+3	..	—1	..	+7	..	+3	..	—1	..	+5	..	+10	..	+38
8·05. TOTAL	..	+1	..	+13	..	+4	..	+9	..	+2	..	—6	..	—1	..	—9	..	+4	..	+1	..	..	..	—2	..	+15	..	+12	..	+43
9. Percentage of Total—																														
9·01. Muslims	1·67	1·64	2·91	2·28	1·82	1·69	0·54	..	..	..	2·29	2·40	2·11	2·12	1·74	2·26	0·71	0·69	3·95	3·94	10·3	8·97	..	..	1·01	0·87	2·8	6 0	2·3	2·3
9·02. Non-Muslims	8·33	9·83	11·7	12·8	5·45	5·08	12·0	12·9	4·86	6·67	26·7	28·0	13·5	14·4	9·56	11·3	12·9	11·8	17·3	19·7	17·9	21·8	13·3	7·69	12·1	14·9	4·2	15·5	13·0	14·7
9·03. Total Indians	10·0	11·5	14·6	15·1	7·27	6·78	12·5	12·9	4·85	6·67	29·0	30·4	15·6	16·5	11·3	13·6	13·6	12·5	21·2	23·6	28 2	30·8	13·3	7·69	13·1	15·8	6·9	21·4	15·3	17·0
9·04. Anglo-Indians and Indians.	13·3	14·8	21·4	21·9	7·27	6·78	15·2	16·1	11·7	13·3	36·6	35·2	20·3	22·0	15·2	16·3	16·4	15·3	26·6	30·5	30·8	33·3	13·3	7·69	17·2	18·4	13·9	26·2	20·0	2 ·5

APPENDIX G—*concluded.*

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways) on 1st April 1924 as compared with 1st April 1925.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		O. & R.		R. & K.		S. I.		TOTAL.	
	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. Agency Department—																												
1·01. Europeans	..	..	1	2	..	..	1	1	..	..	4	3	1	1	4	4	..	..	2	1	1	1	..	..	..	..	14	13
1·02. Anglo-Indians	1	1	1	..	1	1	1	1	6	5	2	2	..	1	..	..	1	1	..	..	1	..	..	..	1	1	15	13
1·03. Muslims	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	3	2	..	..	..	..	..	..	5	4
1·04. Non-Muslims	4	4	3	4	1	1	8	8	3	3	2	3	9	9	3	5	2	2	4	7	2	2	1	1	3	4	45	53
1·05. TOTAL	5	5	5	6	2	2	12	12	9	8	8	8	10	11	7	9	3	3	9	10	4	3	1	1	4	5	79	83
2. Engineering Department—																												
2·01. Europeans	5	4	11	11	7	6	14	18	2	1	15	14	70	63	42	48	12	14	48	56	13	11	4	3	13	11	256	260
2·02. Anglo-Indians	7	6	45	44	19	19	12	14	31	40	23	20	96	97	18	20	26	27	38	38	20	22	..	1	15	24	350	381
2·03. Muslims	3	3	5	7	..	..	11	10	3	2	3	3	8	3	15	17	..	..	58	52	..	3	1	1	1	1	108	102
2·04. Non-Muslims	5	7	46	52	4	4	108	121	44	47	38	35	80	77	46	55	14	13	103	101	21	29	..	..	14	21	523	562
2·05. TOTAL	20	20	107	114	30	29	145	163	80	90	79	72	254	240	121	149	52	54	247	247	54	65	5	5	43	57	1,237	1,305
3. Traffic Department—																												
3·01. Europeans	6	4	32	30	9	10	46	58	4	5	39	53	180	454	276	322	9	9	142	127	32	30	1	1	10	12	786	1,115
3·02. Anglo-Indians	10	12	77	77	7	7	23	26	38	39	52	42	143	412	249	349	17	17	71	78	25	24	5	5	5	5	722	1,084
3·03. Muslims	..	..	2	2	1	1	7	6	1	1	..	1	3	7	..	15	..	..	10	13	7	6	..	..	1	1	32	53
3·04. Non-Muslims	2	4	14	13	2	1	114	117	11	14	23	21	30	51	71	120	1	1	38	46	18	31	..	..	10	12	331	431
3·05. TOTAL	18	20	125	122	19	19	190	207	54	59	114	117	356	924	596	797	27	27	261	264	82	91	6	6	26	30	1,874	2,683
4. Locomotive and Carriage and Wagon Departments—																												
4·01. Europeans	11	11	197	164	14	12	232	191	30	27	68	72	531	168	107	108	57	56	238	219	39	33	3	2	42	39	1,569	1,202
4·02. Anglo-Indians	20	20	133	192	16	14	248	186	78	80	61	61	395	111	68	84	103	112	163	163	54	62	4	4	117	110	1,460	1,208
4·03. Muslims	1	1	1	1	1	1	1	1	..	..	2	1	2	..	2	4	1	1	23	41	2	2	..	..	..	..	36	53
4·04. Non-Muslims	3	3	10	19	..	1	54	50	5	5	13	15	18	11	27	30	2	2	77	82	6	7	4	4	18	18	237	256
4·05. TOTAL	35	35	341	476	31	28	535	428	113	112	144	149	946	290	204	235	163	171	501	505	101	104	11	10	177	176	3,302	2,719

5. Stores Department—																												
5·01. Europeans	..	..	6	6	..	..	1	1	..	..	2	2	15	12	8	4	2	2	7	6	..	..	..	..	..	..	41	33
5·02. Anglo-Indians	1	1	4	4	1	1	3	3	..	..	5	5	7	5	1	1	2	2	5	5	3	7	..	..	2	2	34	36
5·03. Muslims	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	7	7	2	1	..	..	..	..	10	9
5·04. Non-Muslims	..	..	6	6	..	..	8	7	3	3	5	5	4	5	4	6	2	2	20	20	5	5	..	..	1	1	58	60
5·05. TOTAL	1	1	16	16	1	1	13	12	3	3	12	12	26	22	13	11	6	6	39	38	10	13	..	..	3	3	143	138
6. Other Departments—																												
6·01. Europeans	2	3	45	45	2	6	14	14	2	2	..	..	60	82	19	22	3	4	1	3	2	4	1	1	1	1	152	187
6·02. Anglo-Indians	4	5	54	62	7	14	28	25	7	7	22	21	34	44	14	18	12	12	13	19	5	4	..	..	5	5	205	227
6·03. Muslims	..	..	1	1	..	..	5	5	5	6	..	..	2	2	..	..	..	..	11	23	1	1	..	..	..	..	25	38
6·04. Non-Muslims	6	6	45	49	5	8	83	79	29	31	36	32	41	54	33	45	10	13	55	103	22	19	2	2	20	19	387	460
6·05. TOTAL	12	14	145	157	14	28	130	123	43	46	58	53	137	182	66	85	25	29	80	139	30	28	3	3	26	25	769	912
7. Total—																												
7·01. Europeans	24	22	292	358	32	34	308	283	88	35	128	144	857	780	456	508	83	85	438	412	87	79	9	7	66	63	2,818	2,910
7·02. Anglo-Indians	43	45	314	379	51	56	315	255	169	171	165	151	675	670	350	472	161	171	290	294	198	119	9	10	145	158	2,786	2,949
7·03. Muslims	4	4	9	11	2	2	27	25	9	9	5	5	15	12	17	36	1	1	112	138	12	13	1	1	2	2	216	259
7·04. Non-Muslims	20	24	124	143	12	15	375	382	95	103	117	111	182	207	184	270	31	33	297	359	74	93	7	7	66	75	1,584	1,822
7·05. TOTAL	91	95	739	891	97	107	1,025	945	302	318	415	411	1,729	1,669	1,007	1,286	276	290	1,137	1,203	281	304	26	25	279	296	7,404	7,840
8. Increase + Decrease —																												
8·01. Europeans	..	—2	..	+66	..	+2	..	—25	..	—3	..	+16	..	—77	..	+52	..	+2	..	—26	..	—8	..	—2	..	—3	..	—8
8·02. Anglo-Indians	..	+2	..	+65	..	+5	..	—66	..	+11	..	—14	..	—5	..	+122	..	+19	..	+4	..	+11	..	+1	..	+13	..	+163
8·03. Muslims	..	..	..	+2	..	..	..	—2	..	..	..	..	..	—3	..	+19	..	..	..	+26	..	+1	..	..	..	..	..	+43
8·04. Non-Muslims	..	+4	..	+19	..	+3	..	+7	..	+8	..	—6	..	+25	..	+36	..	+2	..	+62	..	+19	..	..	..	+9	..	+238
8·05. TOTAL	..	+4	..	+152	..	+10	..	—80	..	+16	..	—4	..	—60	..	+279	..	+14	..	+66	..	+23	..	—1	..	+17	..	+436
9. Percentage of Total—																												
9·01. Muslims	4·4	4·2	1·22	1·23	2·06	1·87	2·63	2·65	2·00	2·83	1·10	1·22	0·87	0·72	1·69	2·8	0·36	0·35	9·85	11·5	4·27	4·28	3·85	4·00	0·71	0·67	2·92	3·30
9·02. Non-Muslims	22·0	25·3	16·8	16·0	12·4	14·0	36·6	40·4	31·5	32·4	28·2	27·0	10·5	12·4	18·3	21·0	11·2	11·4	26·1	29·8	26·3	30·6	26·9	28·0	23·7	25·4	21·4	23·2
9·03. Total Indians	26·4	29·5	18·0	17·3	14·4	15·9	39·2	43·1	34·4	35·2	29·4	28·2	11·4	13·1	20·0	23·8	11·6	11·7	36·0	41·3	30·6	34·9	30·8	32·0	24·4	26·0	24·3	26·5
9·04. Anglo-Indians and Indians	73·6	76·8	60·5	59·8	67·0	68·2	69·9	70·0	87·4	89·0	69·1	65·0	50·4	53·3	54·7	60·5	69·9	70·7	61·5	65·8	69·0	74·0	65·4	72·0	76·3	78·7	58·5	64·2

APPENDIX H.

List of officers of the Railway Department (Railway Board) on the 31st March 1925.

The Hon'ble Sir Charles Innes, K.C.S.I., C.I.E., I.C.S., Member of Council of Governor General.

Railway Board.

Mr. C. D. M. Hindley	Chief Commissioner of Railways.
Mr. F. A. Hadow, C.V.O.	Member.
Mr. P. C. Sheridan, C.M.G.	Member.
Mr. G. G. Sim, C.I.E., I.C.S.	Financial Commissioner.

Officers.

Lt.-Col. L. E. Hopkins, D.S.O., R.E.	Director, Civil Engineering.
Mr. A. J. Chase, O.B.E.	Director, Mechanical Engineering (on leave).
Mr. J. H. D. Wrench	Offg. Director, Mechanical Engineering.
Mr. S. C. Tomkins	Director of Establishment.
Mr. S. D. Manson	Director of Traffic.
Mr. P. H. Maflin, O.B.E., M.C.	Offg. Secretary.
Mr. A. M. Hayman, O.B.E.	Deputy Director, Finance.
Mr. B. Stanley	,, ,, Establishment (on leave).
Mr. J. H. Carpenter	Offg. Deputy Director, Establishment.
Mr. A. F. Harvey	Deputy Director, Stores.
Major F. H. Budden, M.C., R.E.	,, ,, Statistics.
Mr. Muzaffar Hussan	,, ,, Way & Works.
Mr. R. N. Nicolls, O.B.E.	,, ,, Traffic.
Mr. K. C. De	Assistant Director, Technical.
R. S. B. D. Puri	,, ,, Finance.
Mr. F. C. Malhan	,, ,, Statistics.
Mr. R. Thomas	Assistant Secretary (on leave).
Mr. E. C. Rundlett	Offg. Assistant Secretary.

Officers on Special Duty.

Mr. M. D. Sheikh.
K. S. Barkat Ali.
Mr. P. B. Chandwani.

Accountant General, Railways.

Mr. G. W. V. deRhe Philipe, O.B.E., V.D.	Accountant General, Railways (on leave).
Mr. J. M. Hartley	Offg. Accountant General, Railways.
Mr. J. Kaul	,, Dy. Accountant General.
Mr. C. H. Ricketts	,, Assistant Accountant General.

MGIPC—L—IX-27—17-12-25—1,350.

INDIA
SHOWING RAILWAYS
Open and under construction on 31st March
1925
REFERENCES
COAL FIELDS
AFGHANISTAN
BALUCHISTAN AGENCY
RAJPUTANA AGENCY
CENTRAL INDIA AGENCY
CENTRAL INDIA AGENCY
BIHAR
BURMA
SIAM
CHINA
ARABIAN SEA
BAY OF BENGAL
DELHI
ADEN
BOMBAY
CAWNPORE JN
CALCUTTA
MADRAS
CEYLON
AGRA
ANDAMAN ISLANDS
PART OF BRACES

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1924-25

Volume II

134513

SIMLA
GOVERNMENT OF INDIA PRESS
1925

Government of India Publications are obtainable from the Government of India Central Publication Branch, 8, Hastings Street, Calcutta and from the following Agents :—

EUROPE.

OFFICE OF THE HIGH COMMISSIONER FOR INDIA,

42, GROSVENOR GARDENS, LONDON, S.W. 1.

And at all Booksellers.

INDIA AND CEYLON.

Provincial Book Depots :

MADRAS :—Office of the Superintendent, Government Press, Mount Road, Madras.

BOMBAY :—Office of the Superintendent of Printing and Stationery, Poona.

SIND :—Library attached to the Office of the Commissioner in Sind, Karachi.

BENGAL :—Office of the Bengal Secretariat Book Depôt, Writers' Buildings, Room No. 1, Ground Floor, Calcutta.

UNITED PROVINCES OF AGRA AND OUDH :—Office of the Superintendent of Government Press, United Provinces of Agra and Oudh, Allahabad.

PUNJAB :—Office of the Government of Punjab, Lahore.

BURMA :—Office of the Superintendent, Government Printing, Burma, Rangoon.

CENTRAL PROVINCES AND BERAR :—Office of the Central Provinces Secretariat, Nagpur.

ASSAM :—Office of the Superintendent, Assam Secretariat Press.

BIHAR AND ORISSA :—Office of the Superintendent, Government Printing, Bihar and Orissa, P. O. Gulzarbagh Patna.

COORG :—Office of the Chief Commissioner of Coorg, Bangalore.

NORTH-WEST FRONTIER PROVINCE :—Government Press, Peshawar.

Thacker, Spink & Co., Calcutta and Simla.

W. Newman & Co., Ltd., Calcutta.

R. Cambray & Co., Calcutta.

S. K. Lahiri & Co., Calcutta.

The Indian School Supply Depot, 309, Bow Bazar Street, Calcutta, and 226, Nawabpur, Dacca.

Butterworth & Co. (India), Ltd., Calcutta.

Rai M. C. Sarcar Bahadur & Sons, 90-2A., Harrison Road, Calcutta.

The Weldon Library, 17, Park Street, Calcutta.

Standard Literature Company, Limited, Calcutta.

Association Press, Calcutta.

Chukervertty, Chatterjee & Co., Ltd., 13, College Square, Calcutta.

The Book Company, Calcutta.

Higginbotham & Co., Madras.

V. Kalyanarama Iyer & Co., Madras.

P. R. Rama Iyer & Co., Madras.

Rochouse and Sons, Madras.

Bright & Co., Trivandrum.

V. S. Swaminathan, Bookseller, West Tower Street, Madura.

Thacker & Co., Ltd., Bombay.

D. B. Taraporevala, Sons & Co., Bombay.

Sunder Pandurang, Bombay.

Ram Chandra Govind & Sons, Kalbadavi, Bombay.

N. M. Tripathi & Co., Bookseller, Princess Street, Kalbadevi Road, Bombay.

Proprietor, New Kitabkhana, Poona.

The Manager, Oriental Book Supplying Agency, 15, Shukrawar, Poona City.

R. S. Gondhalekar's Book Depot, Publisher and Bookseller, Budhwar Chawk, Poona City.

Managing Director, Co-operative Bookstall, Booksellers and Publishers, Poona City.

The Standard Bookstall, Karachi, Rawalpindi, Murree, Lahore, Peshawar and Quetta.

Karsandas Narandas & Sons, Surat.

A. H. Wheeler & Co., Allahabad, Calcutta and Bombay.

N. B. Mathur, Supdt., Nazir Kanun Hind Press, Allahabad.

The North India Christian Tract and Book-Society, 18, Clive Road, Allahabad.

Ram Dayal Agarwala, 184, Katra, Allahabad.

Manager, Newal Kishore Press, Lucknow.

The Upper India Publishing House, Ltd., 41, Aminabad Park, Lucknow.

Munshi Seeta Ram, Managing Proprietor, Indian Army Book Depôt, Juhi, Cawnpore.

Rai Sahib M. Gulab Singh & Sons, Mufid-i-Am Press, Lahore and Allahabad.

Rama Krishna & Sons, Booksellers, Anarkali, Lahore.

Puri Brothers, Booksellers and Publishers, Katcher, Road, Lahore.

The Tilak School Book-Shop, Lahore.

Manager of the Imperial Book Depot, 63, Chandni Chawk Street, Delhi.

Oxford Book and Stationery Company, Delhi.

Supdt., American Baptist Mission Press, Rangoon.

Proprietor, Rangoon Times Press, Rangoon.

The Modern Publishing House, Ltd., 30, Phayre Street, Rangoon.

The International Buddhist Book Depot, Post Box No. 971, Rangoon.

Burma Book Club, Ltd., Rangoon.

Manager, The "Hitavada," Nagpur.

S. C. Talukdar, Proprietor, Students & Co., Cooch Behar.

Times of Ceylon Co., Ltd.

The Manager, Ceylon Observer, Colombo.

The Manager, The Indian Book Shop, Benares City.

B. C. Basak, Esq., Proprietor, Albert Library, Dacca.

The Srivilliputtur Co-operative Trading Union, Ltd. Srivilliputtur.

Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Vol. I—Report, Rs. 3-8-0 or 5*s*. 10*d*. Volume II, Rs. 3-12-0 or 6*s*.

(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half yearly. Price Re. 1.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1923. Published quinquennially. Price Rs. 5-12-0.

(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.

(5) Pocket Edition of the schedule of dimensions to be observed on 5′ 6″ and 3′ 3⅜″ and 2′ 6″ gauge railways in India, 1922, Rs. 1-8-0 for the 5′ 6″ and 3′ 3⅜″ gauge edition and Re. 1-0-0 for the 2′ 6″ gauge edition.

(6) Preliminary Abstract of Statistics of Indian Railways. Published yearly. Price Rs. 1-4-0 or 2*s*.

(7) Railway Statistics—Class I Indian Railways. Published monthly. Price Rs. 1-6-0 or 2*s*. 2*d*.

TECHNICAL PAPERS.

(8) Over 200 papers have been published by the Technical Section of the Railway Board's office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Secretary, Railway Board. A few of the more important Technical papers are mentioned below :—

Name.	*Author.*
The design of well foundations for bridges	(Compiled.)
Statistics of railway working expenditure	G. DEUCHARS.
River training and control on the guide bank system	F. J. E. SPRING.
Mountain railways	G. DEUCHARS.
Rules for the preparation of railway projects	....
Oil fuel trials on the North Western Railway of India, 1913—16	....
The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
The Hardinge Bridge over the Lower Ganges at Sara	Sir ROBERT GALES.
Technical education in relation to railways in America	H. L. COLE.
Indian Standard Locomotives (5′ 6″ gauge)	H. L. COLE.
Railway Statistics and the Operating Officer	Major F. H. BUDDEN.

The prices of the papers vary from Annas Four to Rupees Eight.

The books and papers can be bought from the Government of India, Central Publication Branch, 8, Hastings Street, Calcutta.

CONTENTS

SECTION A.—*Financial and Statistical Summaries.*

Financial Summaries—

PAGE.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts 2

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1924 and 1925 3

II-B.—Summary of (*i*) Capital outlay during and (*ii*) Total Capital outlay to end of the years 1923-24 and 1924-25 of other than State-owned Railways 4

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25 6

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25 7

V.—Summary of Capital at Charge, Revenue Earnings and Expenses of Railways by Classes for the years 1923-24 and 1924-25 7

VI.—Summary of Capital at Charge, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1923-24 and 1924-25 8

Statistical Summaries—

VII.—Summary of the Mileage of Railways on the 31st March 1925 9

VIII.—Summary of Equipment on 31st March 1925 10

IX.—Summary of Net Additions to Equipment during the year 1924-25 10

X.—Summary of Passenger and Goods Revenue Statistics by Classes and Gauges for the years 1923-24 and 1924-25 12

XI.—Summary of Revenue Earnings and Expenses rated against selected units by Classes and Gauges for the years 1923-24 and 1924-25 14

XII.—Summary of Train and Engine Mileage for the years 1923-24 and 1924-25 15

XIII.—Summary of selected Operating Statistics of Class I Railways by Gauges for the year ended 31st March 1925 16

SECTION B.—*Financial and Statistical Statements.*

Financial Statements—

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1924-25 and of the percentage of those figures on the Capital at Charge on 31st March 1925, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts 20

2(*a*).—Statement of Capital at Charge of State-owned Railways on the 31st March 1925 .. 22

2(*b*).—Statement of (*i*) Capital Outlay during and (*ii*) Total Capital Outlay to the end of the year 1924-25 of other than State-owned Railways 26

3.—Statement of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1924-25 33

PAGE.

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1924-25 40

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 41

6.—Details of Gross Earnings of each Railway System for the years 1923-24 and 1924-25 .. 46

7.—Details of Working Expenses of each Railway System for the years 1923-24 and 1924-25 .. 50

Statistical Statements—

8.—Mileage Statement for 1924-25 58

9.—Description of Class I Railways worked during the year 1924-25 66

10.—Statement of Equipment of Class I Railways on the 31st March 1925 67

11.—Statement of Net Additions to or Reductions of Equipment of Class I Railways during the year 1924-25 77

12.—Statement of Passenger Revenue Statistics of Class I Railways for the years 1923-24 and 1924-25 78

13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1923-24 and 1924-25 82

14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1923-24 and 1924-25 86

15.—Results of Working of Class I Railways for the years 1923-24 and 1924-25 88

16.—Statement of Ton Mileage of Class I Railways for the year 1924-25 90

17.—Statement of Train and Engine Mileage of Class I Railways for the year 1924-25 .. 91

18.—Statement of Train and Engine Hours of Class I Railways for the year 1924-25 .. 94

19.—Statement of Vehicle Miles of Class I Railways for the year 1924-25 96

20.—Statement of Running of Trains of Class I Railways for the year 1924-25 .. 98

21.—Statement of Shunting and Light running of Class I Railways for the year 1924-25 .. 99

22.—Statement of Engine User of Class I Railways for the year 1924-25 100

23.—Statement of Loads of Trains of Class I Railways for the year 1924-25 102

24.—Statement of Vehicle User of Class I Railways for the year 1924-25 103

25.—Statement of Density of traffic on Class I Railways for the years 1923-24 and 1924-25 104

26.—Statement of Repairs of Rolling Stock of Class I Railways for the year ended 31st March 1925 105

27(*a*).—Statement of the Coal Consumption on Class I Railways for the years 1923-24 and 1924-25 108

27(*b*).—Statement of the Coal Consumption of Class I Railways for the year 1924-25 .. 110

28.—Statement of Efficiency of Class I Railways for the year ended 31st March 1925 .. 111

29.—Statement of Principal Commodities excluding live stock carried by Class I Railways and the earnings therefrom for the year 1924-25 112

30.—Analysis of Operating Expenses of Class I Railways for the year 1924-25 118

PAGE.

31.—Statement of the Oil Consumption on Class I Railways for the year 1924-25 .. 148

32.—Statement of Electric Train Statistics of the Great Indian Peninsula Railway for February and March 1925 149

33.—Statement of Equipment of Class II and III Railways on the 31st March 1925 150

34.—Statement of the Net Additions to Equipment of Class II and III Railways during the year 1924-25 153

35.—Statement of Passenger and Goods Revenue Statistics of Class II and III Railways for the years 1923-24 and 1924-25.. 154

36.—Statistics of Class II and III Railways for the years 1923-24 and 1924-25 158

Appendices—

A.—Value of Stores purchased by the Principal Railways during the year 1924-25 .. 164

B.—Details of Working State Collieries, worked by either Railway Companies or the State, for the years 1922-23 to 1924-25 168

C.—Statement of Number of Servants of all races employed on each Railway System (open lines only) at the close of the years 1923-24 and 1924-25 170

D.—Statements of Accidents during 1924-25 171

E.—Rolling-Stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1925 .. 202

F.—Statement showing the cost of the Police Force employed on Railways during 1924-25 204

INTRODUCTORY NOTE.

For the information of foreign readers of this report who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

An anna is a 16th part of a rupee and a pie the 12th part of an anna.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 41 to 45.

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts (In thousands of rupees).

Classification.	Year.	Capital at Charge on the 31st March 1925.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge.	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. difference between columns (1) and (3).		Percentage of Gain or Loss on Capital at Charge.
					Payments on account of shares of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
State Lines worked by the State.	*1923-24*	*1,86,99,19*	*6,81,31*	*3·64*	..	*7,18,75*	*7,18,75*	..	*37,44*	*—0·20*
	1924-25	2,83,78,45	15,38,13	5·33	10,05	10,68,60	10,78,65	4,59,48	..	1·59
State Lines worked by Companies or by Indian States.	*1923-24*	*4,52,03,78*	*26,78,93*	*5·92*	*1,14,46*	*18,74,70*	*19,89,16*	*6,89,77*	..	*1·53*
	1924-25	3,63,54,90	22,86,49	6·29	1,32,23	13,12,76	14,44,99	8,41,50	..	2·32
Miscellaneous items	*1923-24*	*2,48,66*	..	..	..	*10,97*	*10,97*	..	*10,97*	*—4·41*
	1924-25	2,67,88	..	..	..	13,10	13,10	..	13,10	—4·89
Total Central	*1923-24*	*6,41,56,63*	*33,60,24*	*5·24*	*1,14,46*	*26,04,42*	*27,18,88*	*6,41,36*	..	*1·00*
	1924-25	6,55,01,23	38,24,62	5·84	1,42,28	23,94,46	25,36,74	12,87,88	..	1·97
Total Provincial	*1923-24*	*19,32*	*74*	*3·83*	..	*84*	*84*	..	*10*	*—1·42*
	1924-25	19,90	—6	—0·30	..	84	84	..	90	—4·52
Grand Total	*1923-24*	*6,41,75,95*	*33,60,98*	*5·24*	*1,14,46*	*26,05,26*	*27,19,72*	*6,41,26*	..	*1·00*
	1924-25	6,55,21,13	38,24,56	5·84	1,42,28	23,95,30	25,37,58	12,86,93	..	1·96

II-A.—*Summary of Capital at Charge of State-owned Railways on the 31st March 1924 and 1925 (In thousands of rupees).*

Details.	State lines worked by the State.		State lines worked by Companies and other miscellaneous items.		Total State-owned Railways.	
	31st March 1924.	31st March 1925.	*31st March 1924.*	31st March 1925.	*31st March 1924.*	31st March 1925.
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year . .	*—39,73*	—1,42	*—1,92,07*	..	*—2,31,80*	—1,42
(*b*) To end of the year . .	*36,06,06*	75,99,78	*1,45,28,17*	1,05,33,03	*1,81,34,23*	1,81,32,81
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works	*3,11,27*	4,43,10	*8,96,49*	8,35,92	*12,07,76*	12,79,02
(*b*) Rolling-stock . . .	*1,65,23*	2,78,34	*7,56,05*	3,21,20	*9,51,28*	5,99,54
(*c*) General charges . .	*12,64*	—11,89	*1,15,05*	29,37	*1,27,69*	17,48
(*d*) Stores, etc., not finally charged off in the accounts.	*—31,01*	—2,55,97	*—2,85,18*	—2,93,51	*—3,16,19*	—5,49,48
(*e*) Total	*4,58,13*	4,53,58	*15,12,41*	8,92,98	*19,70,54*	13,46,56
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works	*94,68,82*	1,29,18,60	*1,86,99,56*	1,70,23,30	*2,81,68,38*	2,99,41,90
(*b*) Rolling stock . . .	*41,27,13*	67,91,96	*89,15,20*	69,70,10	*1,30,42,33*	1,37,62,06
(*c*) General charges . .	*7,59,95*	6,99,84	*16,25,90*	10,80,56	*23,85,85*	17,80,40
(*d*) Stores, etc., not finally charged off in the accounts.	*7,37,23*	8,68,27	*17,07,93*	10,35,69	*24,45,16*	19,03,96
(*e*) Total	*1,50,93,13*	2,12,78,67	*3,09,48,59*	2,61,09,65	*4,60,41,72*	4,73,88,32
4. *Total Capital at Charge at the end of the financial year.* [*Items 1* (b) plus *3* (e).]	*1,86,99,19*	2,88,78,45	*4,54,76,76*	3,66,42,68	*6,41,75,95*	6,55,21,13

II-B.—*Summary of (i) Capital Outlay during and (ii) Total Capital Outlay to the*

Classification.	Year.	Capital outlay during the year. Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms —		Rs.	Rs.	Rs.	Rs.	Rs.
(*a*) Worked by the branch line company	*1923-24*	*1,59*	*27*	*2*	*—1,06*	*82*
	1924-25	1,03	10	6	—52	67
(*b*) Worked by the main line	*1923-24*	*1,51*	*—2*	*8*	*—19*	*1,38*
	1924-25	39	—1	..	—5	33
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1923-24*	*8,32*	*4,49*	*86*	*—2,54*	*11,13*
	1924-25	5,41	3,96	17	—44	9,10
3. Branch line Companies' Railways under guarantee and rebate terms.	*1923-24*	*17,58*	*22*	*23*	*—10,13*	*7,90*
	1924-25	3,11	4	—74	—2,13	28
4. Companies' lines subsidized by the Government of India.	*1923-24*	*12,09*	*24,61*	*19*	*44*	*37,33*
	1924-25	24,68	13,34	2,63	—9,30	31,35
5. Companies' lines subsidized by Local Governments.	*1923-24*	*1,85*	*1,92*	..	*—2,07*	*1,70*
	1924-25	19	4,13	..	9	4,41
6. Unassisted Companies' lines	*1923-24*	*—11*	*56*	*4*	*—8*	*41*
	1924-25	6	5	3	—2	12
7. District Board lines	*1923-24*	*10,66*	*2*	*41*	*—6,67*	*4,42*
	1924-25	2,37	2,44	1	—19	4,63
8. Companies' lines subsidized by District Boards.	*1923-24*	*—4*	*1,03*	*—5*	*—2,01*	*—1,07*
	1924-25	44	1,06	2	19	1,71
9. Indian State lines worked by Indian States	*1923-24*	*43,09*	*12,19*	*1,37*	*—7,36*	*49,29*
	1924-25	37,70	44,63	1,48	—11,16	72,65
10. Indian State lines worked by the main line	*1923-24*	*23,37*	*7,88*	*3,04*	*—63*	*33,66*
	1924-25	38,85	3,69	1,76	—3,84	40,46
11. Companies' lines guaranteed by Indian States	*1923-24*	*11,23*	*2,18*	*7*	*—3,04*	*10,44*
	1924-25	16,72	1,45	2	14,75	32,94
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1923-24*	*3*	..	..	..	*3*
	1924-25	—1	..	..	..	—1
TOTAL	*1923-24*	*1,31,17*	*55,35*	*6,26*	*—35,34*	*1,57,44*
	1924-25	1,30,94	74,88	5,44	—12,62	1,98,64
MISCELLANEOUS	*1923-24*	*3*	..	*3,88*	..	*3,91*
	1924-25	280	190	..	..	4,70
GRAND TOTAL	*1923-24*	*1,31,20*	*55,35*	*10,14*	*—35,34*	*1,61,35*
	1924-25	1,33,74	76,78	5,44	—12,62	2,03,34

end of the years 1923-24 and 1924-25 of other than State-owned Railways. (In thousands).

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
1,13,30	*16,52*	*11,65*	*2,09*	*1,43,56*	
1,14,33	16,62	11,71	1,57	1,44,23	
74,09	*1,17*	*5,74*	*6*	*81,06*	
73,78	1,16	7,57	1	*82,52	*Includes Rs. 1,13,000 direct outlay on Katakhal-Lalabazar Railway by the Managing Agents.
12,45,16	*45,31*	*93,90*	*45*	*13,84,82*	
12,38,08	49,27	1,06,57	..	13,93,92	
1,63,76	*3,28*	*10,30*	*4,51*	*1,81,85*	
1,66,87	3,32	9,56	2,38	1,82,13	
12,54,68	*3,06,36*	*1,24,69*	*30,25*	*17,15,98*	
12,80,90	3,19,70	1,25,78	20,95	17,47,33	
97,49	*52,15*	*20,96*	*4,56*	*1,75,16*	
97,68	56,28	20,96	4,65	1,79,57	
30,64	*6,63*	*86*	*29*	*38,42*	
30,70	6,68	89	27	38,54	
1,30,98	*4,05*	*13,20*	*39*	*1,48,62*	
1,33,35	6,49	13,21	20	1,53,25	
1,07,65	*34,61*	*5,18*	*3,09*	*1,50,53*	
1,07,82	35,50	5,64	3,28	1,52,24	
11,30,18	*3,66,66*	*66,25*	*77,21*	*16,40,30*	
11,67,88	4,11,29	67,73	66,05	17,12,95	
11,01,31	*91,47*	*82,86*	*12,07*	*12,87,71*	
11,38,65	95,16	86,13	8,23	13,28,17	
7,03,30	*1,89,55*	*44,83*	*25,92*	*9,63,60*	
7,34,50	1,91,00	30,37	40,67	9,96,54	
2,13,16	..	*1,51*	..	*2,14,67*	
2,13,15	..	1,51	..	2,14,66	
63,65,70	*11,17,76*	*4,81,93*	*1,60,89*	*81,26,28*	
64,97,69	11,92,47	4,87,63	1,48,26	83,26,05	
16,31	..	*2,00,22*	..	*2,16,53*	
19,11	1,90	2,00,22	..	2,21,23	
63,82,01	*11,17,76*	*6,82,15*	*1,60,89*	*83,42,81*	
65,16,80	11,94,37	6,87,85	1,48,26	85,47,28	

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25.

Particulars.	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total Central.		Total Provincial.		Grand Total.	
	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25.
1	2	3	4	5	6	7	8	9	10	11	12	13
Interest on sterling debt .. .. £	1,065,201	1,985,394	4,275,978	1,836,212	..	..	5,341,179	3,821,606	..	..	5,341,179	3,821,606
Interest on capital contributed by companies:—												
On share capital £	..	..	572,250	572,250	..	..	572,250	572,250	..	..	572,250	572,250
On debenture & debenture stock £	..	521,250	1,563,438	850,299	..	..	1,563,438	1,371,549	..	..	1,563,438	1,371,549
TOTAL .. £	..	521,250	2,135,688	1,422,549	..	..	2,135,688	1,943,799	..	..	2,135,688	1,943,799
GRAND TOTAL .. £	1,065,201	2,506,644	6,411,666	3,258,761	..	..	7,476,867	5,765,405	..	..	7,476,867	5,765,405
Converted into rupees at average rate of exchange .. .. (In thousands of rupees).	1,55,03	3,44,91	9,34,06	4,47,30	..	..	10,89,09	7,92,21	..	..	10,89,09	7,92,21
Interest on capital outlay provided by Government .. (In thousands of rupees).	5,61,84	7,21,77	9,33,10	8,57,96	10,97	13,10	15,05,91	15,92,83	84	84	15,06,75	15,93,67
Interest on rupee debt.. (In thousands of rupees).	1,88	1,92	7,54	7,50	..	..	9,42	9,42	..	..	9,42	9,42
GRAND TOTAL .. In thousands of rupees)	7,18,75	10,68,60	18,74,70	13,12,76	10,97	13,10	26,04,42	23,94,46	84	84	26,05,26	23,95,30

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25. (*In thousands of rupees.*)

Class of Railways.	Year.	Gross Revenue Receipts.			Working Expenses.				Net Revenue Receipts (India).	Percentage of ordinary working expenses on earnings.	Remarks.
		Earnings.	Suspense.	Total.	Ordinary.	Renewals and Replacement.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State lines worked by the State	*1923-24*	*24,10,28*	*7,67*	*24,17,95*	*14,98,34*	*2,52,60*	*—14,80*	*17,36,14*	*6,81,31*	*62·18*	
	1924-25	43,87,14	3,66	43,90,80	24,95,05	3,60,26	—2,63	28,52,67	15,38,13	56·88	
State lines worked by Companies or by Indian States.	*1923-24*	*70,57,02*	*—9,45*	*70,47,57*	*39,12,68*	*4,60,38*	*—4,42*	*43,68,64*	*26,78,93*	*55·44*	
	1924-25	56,89,27	24,49	57,13,76	30,83,18	3,79,10	—35,01	34,27,27	22,86,49	54·17	
Total Central ..	*1923-24*	*94,67,30*	*—1,78*	*94,65,52*	*54,11,52*	*7,12,98*	*—19,22*	*61,25,28*	*33,60,24*	*57·16*	
	1924-25	1,00,76,41	28,15	101,04,56	55,78,22	7,39,36	—37,64	62,79,94	38,24,62	53·35	
Total Provincial ..	*1923-24*	4,05	—2	*4,03*	*3,28*	*8*	*—7*	*3,29*	*74*	*80·99*	
	1924-25	2,66	—7	2,59	2,54	6	5	2,65	—6	95·49	
Grand Total ..	*1923-24*	*94,71,35*	*—1,80*	*94,69,55*	*54,14,80*	*7,13,06*	*—19,29*	*61,08,57*	*33,60,98*	*57·17*	
	1924-25	1,00,79,07	28,08	1,01,07,15	55,80,76	7,39,42	—37,59	62,82,59	38,24,56	55·36	

V.—Summary of Capital at Charge, Revenue Earnings and Expenses of Railways by classes for the years 1923-24 and 1924-25. (*In thousands of rupees.*)

Classification.	Year.	Total capital at charge (including ferries and suspense).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 3.
1	2	3	4	5	6	7	8
Class I Railways . .	*1923-24* . .	*6,96,67,70*	*1,04,64,71*	*66,36,99*	*38,27,72*	*63·42*	*5·49*
	1924-25 . .	7,09,78,51	1,11,09,26	67,03,92	44,05,34	60·35	6·21
Class II Railways . .	*1923-24* . .	*14,39,56*	*2,22,71*	*1,48,76*	*73,95*	*66·80*	*5·14*
	1924-25 . .	16,41,72	2,67,06	1,71,93	95,13	64·38	5·79
Class III Railways . .	*1923-24* . .	*6,85,76*	*92,24*	*59,02*	*33,22*	*63·99*	*4·84*
	1924-25 . .	7,17,15	98,88	60,83	38,05	61·51	5·31
Total State Railways . .	*1923-24* . .	*6,38,84,24*	*94,37,87*	*60,95,29*	*33,42,58*	*64·58*	*5·23*
	1924-25 . .	6,52,03,26	1,00,33,10	61,73,20	38,59,90	61·53	5·92
Total other Railways . .	*1923-24* . .	*79,08,78*	*13,41,79*	*7,49,48*	*5,92,31*	*55·86*	*7·48*
	1924-25 . .	81,34,12	14,42,10	7,63,48	6,78,62	52·94	8·34
Grand Total . .	*1923-24* . .	*7,17,93,02*	*1,07,79,66*	*68,44,77*	*39,34,89*	*63·50*	*5·48*
	1924-25 . .	7,33,37,38	1,14,75,20	69,36,68	45,38,52	60·45	6 19

VI.—Summary of Capital at Charge, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1923-24 and 1924-25.

[The figures in columns 4 to 7 are in thousands.]

Classification.	Year.	Route mileage on 31st March.	Total capital at charge including ferries and suspense.	Gross earnings.*	Working expenses.*	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.	Rs.	Rs.	Rs.	Rs.	
State lines worked by the State	*1923-24*	*7,677·56*	*1,85,97,58* (a)	*24,12,08*	*17,54,70*	*6,57,38*	
	1924-25	10,154·92	2,87,79,28 (b)	43,88,96	28,72,79	15,16,17	
State lines worked by companies (c) and (d).	*1923-24*	*19,286·21* (d)	*4,52,36,66* (e)	*70,25,79*	*43,40,59*	*26,85,20*	
	1924-25	17,004·26 (e)	3,64,23,98 (e)	56,44,14	33,00,41	23,43,73	
Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1923-24*	*196·06*	*1,43,56*	*10,57*	*7,77*	*2,80*	
	1924-25	196·06	1,44,23	11,38	8,19	3,19	
Branch line companies' railways under Guarantee terms, worked by the main line.	*1923-24*	*114·65*	*81,06*	*11,55*	*5,92*	*5,63*	
	1924-25	114·65	82,52	12,79	6,53	6,26	
Branch line companies' railways under Rebate terms, worked by the main line (f).	*1923-24*	*1,980·99*	*13,84,82*	*2,46,49*	*1,26,71*	*1,19,78*	
	1924-25	1,981·04	13,93,92	2,66,63	1,35,59	1,31,04	
Branch line companies' railways under Guarantee and rebate terms.	*1923-24*	*166·60*	*1,81,85*	*14,84*	*7,98*	*6,86*	
	1924-25	166·60	1,82,13	14,57	8,10	6,47	
Companies' lines subsidized by the Government of India.	*1923-24*	*2,169·79*	*17,15,67*	*3,07,29*	*1,45,04*	*1,62,25*	
	1924-25	2,171·54	17,38,75	3,21,85	1,50,00	1,71,85	
Companies' lines subsidized by Local Governments.	*1923-24*	*137·09*	*1,75,16*	*36,63*	*25,40*	*11,23*	
	1924-25	137·02	1,79,57 (f)	41,31 (f)	25,86 (f)	15,45 (f)	
Unassisted companies' lines	*1923-24*	*69·70*	*38,42*	*3,55*	*3,01*	*54*	
	1924-25	69·70	38,54	3,97	2,90	1,07	
District Board lines	*1923-24*	*271·27*	*1,48,62*	*35,72*	*20,03*	*15,69*	
	1924-25	271·27	1,53,25	36,73	19,67	17,06	
Companies' lines subsidized by District Boards.	*1923-24*	*306·10*	*1,50,53*	*35,71*	*19,33*	*16,38*	
	1924-25	396·10	1,52,24	36,19	18,68	71,51	
Indian State lines worked by Indian States.	*1923-24*	*3,054·13*	*15,86,43*	*2,62,84*	*1,84,47*	*78,37*	
	1924-25	3,054·54	16,49,35	2,85,74	1,83,20	1,02,54	
Indian State lines worked by the main line.	*1923-24*	*1,780·25*	*11,24,39*	*1,85,84*	*1,07,91*	*77,93*	
	1924-25	1,814·01	12,08,42	2,15,18	1,24,00	91,18	
Companies' lines guaranteed by Indian States.	*1923-24*	*754·47*	*9,63,60*	*1,72,15*	*84,24*	*87,91*	
	1924-25	754·47	9,96,54	1,76,33	68,69	1,07,64	
Lines in foreign territory worked by British Indian railway companies.	*1923-24*	*73·60*	*2,14,67*	*18,61*	*11,67*	*6,94*	
	1924-25	73·60	2,14,66	19,43	12,07	7,36	
Total	*1923-24*	*38,038·52*	*(g)7,17,93,02*	*1,07,79,66*	*68,44,77*	*39,34,89*	
	1924-25	38,269·78	(g)7,33,37,38	1,14,75,20	69,36,68	45,38,52	

*Do not include items of receipts and charges in England finally accounted for in English Accounts.

(a) Excludes the Delhi (New Capital) Railway works and the figures of net discount involved in raising the money for the purchase of railways but includes Jorhat Provincial railway.

(b) Excludes the Central Indian coal-fields Railway Construction, Delhi (New Capital) Railway works but includes Jorhat Provincial railway.

(c) Includes the Travancore Railway (Indian State Section).

(d) Includes the Ahnavar-Dandeli and Madaya-Mandalay Light railways.

(e) Includes (*i*) the share owned by the Bhopal Durbar in the Bhopal-Itarsi Railway (*ii*) Burma Provincial railways, (*iii*) Durbar's outlay on Palanpur Deesa Railway and (*iv*) Quilon Trivandrum Railway.

(f) Excludes the Matheran Light Railway from columns 4 to 7 for which information was not furnished.

(g) Excludes expenditure on account of (1) Interest charges during construction on the Assam-Bengal Railway, (2) State outlay on the Patri Branch charged against civil works grant, (3) Expenditure incurred in England on the South Bihar Railway, (4) Outlay from joint Debenture Stock on the Lucknow-Bareilly Railway, (5) Delhi (New Capital) Railway works, (6) Miscellaneous and (7) United Provinces Distillery sidings.

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1925.

Classification.	Route mileage open on the 31st March 1925.			Track mileage open on the 31st March 1925.			Route mileage opened during the financial year 1924-25.	Route mileage authorised but not open for traffic on 31st March 1925.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
Class I Railways—									
5′ 6″ gauge	15,620·11	3,161·63	18,781·74	22,135·66	6,391·59	28,527·25	81·91	425·36	658·56
3′ 3⅜″ gauge	13,498·05	182·35	13,680·40	13,862·74	2,614·74	16,477·48	149·90	157·86	445·70
2′ 6″ and 2′ 0″ gauges ..	1,962·43	...	1,962·43	1,962·43	244·51	2,206·94	...	40·06	...
Total ..	31,080·59	3,343·98	34,424·57	37,960·83	9,250·84	47,211·67	231·81	623·28	1,104·26
Class II Railways—									
3′ 3⅜″ gauge	1,790·32	...	1,790·32	1,790·32	228·18	2,018·50	...	283·36	42·99
2′ 6″ and 2′ 0″ gauges ..	603·05	0·07	603·12	603·19	74·28	677·47	...	151·05	2·44
Total ..	2,393·37	0·07	2,393·44	2,393·51	302·46	2,695·97	...	434·41	45·43
Class III Railways—									
3′ 3⅜″ gauge	294·51	...	294·51	294·51	30·00	324·51	...	8·96	...
2′ 6″ and 2′ 0″ gauges ..	1,157·26	...	1,157·26	1,157·26	82·94	1,240·20	1·67	17·79	51·07
Total ..	1,451·77	...	1,451·77	1,451·77	112·94	1,564·71	1·67	26·75	51·07
Total State Railways—									
5′ 6″ gauge	13,113·37	3,161·11	16,274·48	19,627·88	6,024·78	25,652·66	71·07	362·17	520·44
3′ 3⅜″ gauge	9,498·58	164·53	9,663·11	9,827·63	2,014·27	11,841·90	126·98	80·35	314·61
2′ 6″ and 2′ 0″ gauges ..	1,387·23	...	1,387·23	1,387·23	195·39	1,582·62	...	8·43	...
Total ..	23,999·18	3,325·64	27,324·82	30,842·74	8,234·44	39,077·18	198·05	450·95	835·05
Total Other Railways—									
5′ 6″ gauge	2,506·74	0·52	2,507·26	2,507·78	366·81	2,874·59	10·84	63·19	138·12
3′ 3⅜″ gauge	6,084·30	17·82	6,102·12	6,119·94	858·65	6,978·59	22·92	369·83	174·08
2′ 6″ and 2′ 0″ gauges ..	2,335·51	0·07	2,335·58	2,335·65	206·34	2,541·99	1·67	200·47	53·51
Total ..	10,926·55	18·41	10,944·96	10,963·37	1,431·80	12,395·17	35·43	633·49	365·71
Total—									
5′ 6″ gauge	15,620·11	3,161·63	18,781·74	22,135·66	6,391·59	28,527·25	81·91	425·36	658·56
3′ 3⅜″ gauge	15,582·88	182·35	15,765·23	15,947·57	2,872·92	18,820·49	149·90	450·18	488·69
2′ 6″ and 2′ 0″ gauges ..	3,722·74	0·07	3,722·81	3,722·88	401·73	4,124·61	1·67	208·90	53·51
Grand Total ..	34,925·73	3,344·05	38,269·78	41,806·11	9,666·24	51,472·35	233·48	1,084·44	1,200·76

VIII.—Summary of

Classification.	Locomotives.		Rail motors.		Coaching vehicles (excluding vehicles used exclusively on railway service).					
					Passenger carriages.					Other vehicles.
						Seats.				
	No.	Total tractive effort in lbs.	No.	Seats.	No.	1st.	2nd.	Inter.	Third.	No.
1	2	3	4	5	6	7	8	9	10	11
Class I Railways.										
5′ 6″ gauge . . Ordinary . .	6,550	137,347,070	49	459	10,377	21,922	41,301	51,684	601,322	3,724
5′ 6″ gauge . . Electric . .	*7	..	..	..	21	105	294	..	2,646	..
3′ 3½″ gauge	2,653	32,613,356	9	165	7,652	10,021	12,947	9,878	327,556	1,276
	Number.		Number.							
2′ 6″ and 2′ 0″ gauges . . .	305		13		842	991	1,240	1,691	25,961	56
Class II Railways.										
3′ 3½″ gauge	204		..		643	1,063	1,881	1,022	22,221	130
2′ 6″ and 2′ 0″ gauges . . .	77		..		288	472	598	..	9,687	29
Class III Railways.										
3′ 3½″ gauge	34		..		103	142	236	40	2,838	20
2′ 6″ and 2′ 0″ gauges . . .	164		..		651	523	388	1,446	15,226	72

IX.—Summary of net Additions

Classification.	Locomotives.		Rail motors.		Coaching vehicles (excluding vehicles used exclusively on railway service).					
					Passenger carriages.					Other vehicles.
						Seats.				
	No.	Total tractive effort in lbs.	No.	Seats.	No.	1st.	2nd.	Inter.	Third	No.
1	2	3	4	5	6	7	8	9	10	11
Class I Railways.										
5′ 6″ gauge . . Ordinary . .	—6	1,737,252	6	—23	366	145	604	2,511	33,445	228
5′ 6″ gauge . . Electric . .	*7	..	..	..	21	105	294	..	2,646	..
3′ 3½″ gauge	—4	187,144	..	—13	153	80	—61	377	11,825	11
	Number.		Number.							
2′ 6″ and 2′ 0″ gauges . . .	12		—1		39	—38	..	324	1,621	—3
Class II Railways.										
3′ 3½″ gauge	13		..		—10	—12	—9	140	207	37
2′ 6″ and 2′ 0″ gauges . . .	—1		..		—3	31	—46	..	—183	—5
Class III Railways.										
3′ 3½″ gauge	4		..		5	11	61	..	79	7
2′ 6″ and 2′ 0″ gauges . . .	6		..		16	2	12	2	184	—7
By gauges.										
5′ 6″ gauge	—6	1,737,252	6	—23	366	145	604	2,511	33,445	228
	7*	..	..	..	21	105	294	..	2,646	..
	Number.		Number.							
3′ 3½″ gauge . . .	13		..		148	79	—9	517	12,111	55
2′ 6″ and 2′ 0″ gauges . . .	17		—1		52	—5	—34	326	1,622	—15

Equipment on 31st March 1925.

GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							
COVERED WAGONS.		OPEN WAGONS, LOW SIDED.		OPEN WAGONS, HIGH SIDED.		OTHER VEHICLES.	REMARKS.
No.	Total capacity in tons.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.	
12	13	14	15	16	17	18	19
93,095	1,854,570	8,043	138,483	38,329	769,647	14,233	
..	..	..	..	..	..	..	* Motor coach composites.
42,239	490,802	4,416	45,864	2,466	31,052	6,426	

Number.

3,476

4,801

1,363

590

1,783

to Equipment during the year 1924-25.

GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).					
COVERED WAGONS.		OPEN WAGONS.		OTHER VEHICLES.	REMARKS.
No.	Total capacity in tons.	No.	Total capacity in tons.	No.	
12	13	14	15	16	17
884	11,217	742	18,993	532	
..	..	..	..	..	* Motor coach composites.
798	11,603	18	1,193	230	

Total Number.

123

448

8

112

36

Total capacity in tons.

884	11,217	742	18,993	532	

Total Number.

1,606

167

X.—*Summary of Passenger and Goods*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1923-24.	1924-25.	*1923-24.*	1924-25.	*1923-24.*	1924-25.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*1,315,2*	1,195,0	*31,4*	30,8	*21,9*	19,8
2nd class . . . . . „	*10,358,7*	9,986,6	*272,3*	267,2	*49,1*	46,8
Inter class . . . . . „	*11,624,3*	12,257,9	*74,1*	105,7	*345,4*	283,8
3rd class . . . . . „	*537,906,5*	545,583,1	*20,320,9*	21,833,0	*13,956,9*	14,388,2
Total (*a*) . „	*561,204,7*	569,022,6	*20,698,7*	22,236,7	*14,373,3*	14,738,6
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*105,596*	105,240	*1,455*	1,607	*588*	594
2nd class . . . . . „	*357,296*	360,070	*9,925*	9,629	*1,791*	1,746
Inter class . . . . . „	*523,737*	566,028	*2,835*	4,217	*3,750*	3,917
3rd class . . . . . „	*17,701,233*	18,071,107	*517,952*	546,982	*239,721*	239,213
Total . „	*18,687,862*	19,102,445	*532,167*	562,435	*245,850*	245,470
3. Average miles a passenger was carried—						
1st class . . . . . „	*80·3*	88·1	*43·2*	52·2	*28·4*	31·6
2nd class . . . . . „	*34·5*	36·1	*36·5*	36·0	*38·0*	38·8
Inter class . . . . . „	*45·1*	46·2	*38·3*	39·9	*11·3*	14·5
3rd class . . . . . „	*32·9*	33·1	*25·5*	24·1	*17·2*	17·7
Total . „	*33·3*	33·6	*25·7*	25·3	*18·2*	17·8
4. Earnings from Passengers carried (in thousands of Rupees)—						
1st class . . . . . Rs.	*1,27,59*	1,19,57	*2,95*	2,75	*63*	61
2nd class . . . . . „	*1,95,45*	1,84,79	*6,20*	6,16	*1,08*	1,05
Inter class . . . . . „	*1,38,81*	1,45,29	*91*	1,33	*1,38*	1,39
3rd class . . . . . „	*31,73,24*	32,46,98	*1,04,28*	1,10,53	*55,30*	54,94
Total . „	*36,35,09*	36,96,63	*1,14,34*	1,20,77	*58,39*	57,99
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies	*23·2*	21·8	*38·9*	32·8	*20·6*	19·7
2nd class . . . . . „	*10·5*	9·93	*12·0*	12·3	*11·6*	11·5
Inter class . . . . . „	*5·09*	4·92	*6·16*	6·06	*7·07*	6·54
3rd class . . . . . „	*3·44*	3·45	*3·87*	·89	*4·43*	4·29
Total . „	*3·73*	3·71	*4·13*	4·12	*4·56*	4·42
6. (*b*) Tons of goods carried (in thousands) .	*93,868*	102,129	*2,934*	3,126	*1,276*	1,327
7. Net ton-miles (in thousands) . . .	*18,638,313*	21,063,684	*163,275*	178,178	*26,285*	26,829
8. Average miles a ton of goods was carried .	*198·6*	206·2	*55·7*	57·0	*32·7.*	32·9
9. Earnings from goods carried (in thousands of rupees).	*58,80,39*	64,86,77	*1,16,20*	1,23,21	*31,54*	34,70
10. Average rate charged for carrying a ton of goods one mile . . . . Pies.	*6·06*	5·91	*13·7*	13·3	*13·7*	14·1

Revenue Statistics by Classes and Gauges for the years 1923-24 and 1924-25.

5′ 6″.		3′ 3½″.		2′ 6″ and 2′ 0″.		All Railways.		Remarks.
1923-24.	1924-25.	*1923-24.*	1924-25.	*1923-24.*	1924-25.	*1923-24.*	1924-25.	
8	9	10	11	12	13	14	15	16
1,017,3	922,7	*304,2*	280,8	*47,0*	42,1	*1,199,1*	1,101,9	
8,625,1	8,266,0	*1,915,4*	1,897,6	*139,6*	137,0	*10,128,2*	9,781,2	
10,622,7	11,236,5	*1,054,8*	1,042,1	*366,3*	368,8	*11,374,0*	12,213,1	
334,242,3	340,266,5	*211,237,5*	211,916,3	*26,704,5*	29,621,5	*544,621,5*	553,368,0	
354,507,4	360,691,7	*214,511,9*	215,136,8	*27,257,4*	30,169,4	*567,322,8*	576,464,2	(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, columns 8 to 13 the total of number carried on individual gauges on all railways and columns 14 and 15 the number originating on all railways. (*b*) The above remark applies to tons carried also.
84,999	85,071	*20,578*	20,485	*2,062*	1,885	*107,639*	107,441	
277,665	281,259	*85,978*	85,158	*5,369*	5,028	*359,612*	371,445	
470,863	511,663	*51,832*	54,651	*7,627*	7,848	*530,322*	574,162	
11,641,701	11,794,152	*6,285,964*	6,503,025	*531,241*	560,125	*18,458,906*	18,857,302	
12,475,228	12,672,145	*6,444,352*	6,663,319	*546,299*	574,886	*19,465,879*	19,910,350	
83·5	92·1	*67·6*	73·0	*43·9*	44·8	*89·8*	97·5	
32·2	34·0	*44·9*	44·9	*38·5*	36·7	*35·4*	38·0	
44·3	45·5	*49·1*	52·4	*20·8*	21·3	*46·6*	47·0	
34·8	34·7	*29·8*	30·7	*19·5*	18·9	*33·9*	34·1	
35·2	35·1	*30·0*	31·0	*20·0*	19·1	*34·3*	34·5	
98,47	92,54	*27,71*	25,91	*4,99*	4,48	*1,31,17*	1,22,93	
1,46,53	1,37,37	*50,97*	49,36	*5,23*	5,27	*2,02,73*	1,92,00	
1,24,29	1,30,27	*13,70*	14,55	*3,11*	3,19	*1,41,10*	1,48,01	
21,04,55	21,42,22	*11,04,40*	11,38,11	*1,23,87*	1,32,12	*33,32,32*	34,12,45	
24,73,34	25,02,40	*11,96,78*	12,27,93	*1,37,20*	1,45,06	*38,07,82*	38,75,39	
22·2	20·8	*25·9*	24·3	*46·4*	45·6	*23·4*	22·0	
10·1	9·38	*11·4*	11·1	*18·7*	20·1	*10·5*	9·92	
5·07	4·89	*5·07*	5·11	*7·83*	7·80	*5·12*	4·95	
3·47	3·49	*3·37*	3·36	*4·48*	4·52	*3·46*	3·47	
3·81	3·79	*3·57*	3·54	*4·82*	4·84	*3·75*	3·74	
70,564	77,355	*24,150*	25,554	*3,364*	3,673	*72,815*	77,796	
15,433,613	17,504,585	*3,259,827*	3,626,253	*134,433*	137,853	*18,827,873*	21,268,691	
218·7	226·3	*135·0*	141·9	*40·0*	37·5	*258·6*	273·4	
45,12,64	49,86,47	*14,07,43*	15,40,52	*1,08,06*	1,17,69	*60,28,13*	66,44,68	
5·61	5·47	*8·29*	8·16	*15·4*	16·4	*6·15*	6·00	

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1923-24 and 1924-25.

Class or Gauge.	Year.	Net earnings per train mile.	Net earnings per mean mile worked.	Net earnings (in thousands of rupees).	Working expenses per train mile.	Working expenses per mean mile worked per week.	Total working expenses (in thousands of rupees).	Gross earnings per train mile.	Gross earnings per mean mile worked per week.	Gross earnings per mean mile worked.	Gross earnings (in thousands of rupees).
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I Railways ..	*1923-24*	*2·51*	*11,014*	*38,27,72*	*4·35*	*367*	*66,36,99*	*6·86*	*579*	*30,112*	*1,04,64,71*
	1924-25	2·82	12,702	44,05,34	4·30	371	67,03,92	7·12	616	32,033	1,11,09,26
Class II Railways ..	*1923-24*	*1·82*	*4,176*	*73,95*	*3·66*	*162*	*1,48,76*	*5·48*	*242*	*12,575*	*2,22,71*
	1924-25	1·83	3,975	95,13	3·32	138	1,71,93	5·15	215	11,158	2,67,06
Class III Railways..	*1923-24*	*1·39*	*2,214*	*33,22*	*2·47*	*76*	*59,02*	*3·86*	*118*	*6,148*	*92,24*
	1924-25	1·53	2,620	38,05	2·44	81	60,83	3·97	131	6,809	98,88
Total All Railways	*1923-24*	*2·48*	*10,348*	*39,34,89*	*4·31*	*346*	*68,44,77*	*6·78*	*545*	*28,350*	*1,07,79,66*
	1924-25	2·77	11,780	45,38,52	4·24	346	69,36,68	7·01	573	29,785	1,14,75,20
5′ 6″ Gauge ..	*1923-24*	*2·68*	*14,246*	*26,93,26*	*4·97*	*507*	*49,84,32*	*7·65*	*781*	*40,609*	*76,77,58*
	1924-25	3·02	16,564	31,63,98	4·81	507	50,31,64	7·83	825	42,901	81,95,62
3′ 3⅜″ Gauge ..	*1923-24*	*2·23*	*7,444*	*11,61,09*	*3·20*	*205*	*16,66,07*	*5·43*	*349*	*18,126*	*28,27,16*
	1924-25	2·46	8,169	12,87,51	3·27	208	17,08,23	5·73	365	19,007	29,95,74
2′ 6″ and 2′ 0″ Gauges	*1923-24*	*1·23*	*2,287*	*80,54*	*2·98*	*106*	*1,94,38*	*4·21*	*150*	*7,807*	*2,74,92*
	1924-25	1·32	2,375	87,03	2·98	103	1,96,81	4·30	149	7,747	2,83,84
Total All Gauges	*1923-24*	*2·48*	*10,348*	*39,34,89*	*4·31*	*346*	*68,44,77*	*6·78*	*545*	*28,350*	*1,07,79,66*
	1924-25	2·77	11,780	45,38,52	4·24	346	69,36,68	7·01	573	29,785	1,14,75,20

XII.—Summary of Train and Engine Mileage for the years 1923-24 and 1924-25 (In thousands of miles).

Particulars.	Year.	Train Miles.				Engine Miles.			Total train and engine miles.	Remarks.
		Passenger.	Goods.	Mixed.	Total (including departmental.)	Shunting.	Miscellaneous (including light, assisting required, assisting not required, siding and departmental).	Total.		
1	2	3	4	5	6	7	8	9	10	11
Class I Railways	*1923-24*	*63,339*	*56,294*	*26,408*	*152,491*	*33,434*	*14,271*	*47,705*	*200,196*	
	1924-25	64,312	58,489	25,162	155,944	32,086	17,319	49,405	205,349	
Class II Railways	*1923-24*	*950*	*933*	*1,940*	*4,067*	*783*	*74*	*857*	*4,924*	
	1924-25	1,059	1,129	2,876	5,186	918	128	1,046	6,232	
Class III Railways	*1923-24*	*195*	*311*	*1,873*	*2,391*	*288*	*134*	*422*	*2,813*	
	1924-25	593	375	1,595	2,489	337	113	450	2,939	
5′ 6″ gauge	*1923-24*	*48,152*	*41,496*	*7,385*	*100,335*	*24,317*	*11,911*	*36,228*	*136,563*	
	1924-25	49,084	43,472	7,536	101,691	23,138	14,325	37,463	142,154	
3′ 3½″ gauge	*1923-24*	*15,613*	*14,776*	*18,474*	*52,084*	*8,943*	*2,283*	*11,226*	*63,310*	
	1924-25	15,884	15,188	17,915	52,319	8,983	2,958	11,941	64,260	
2′ 6″ and 2′ 0″ gauges	*1923-24*	*719*	*1,266*	*4,362*	*6,530*	*1,245*	*285*	*1,530*	*8,060*	
	1924-25	996	1,333	4,182	6,609	1,220	277	1,497	8,106	
Total All Railways	*1923-24*	*64,484*	*57,538*	*30,221*	*158,949*	*34,505*	*14,479*	*48,984*	*207,933*	
	1924-25	65,964	59,993	29,633	163,619	33,341	17,560	50,901	214,520	

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1925.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1. Coaching vehicle miles	821,398,000	267,155,000	7,067,000
2. *Wagon miles*—			
2·01 Loaded	1,307,861,000	486,814,000	20,044,000
2·02 Empty	637,572,000	173,194,000	9,533,000
2·03 Total (excluding brake vans)	1,945,433,000	660,008,000	29,577,000
2·04 Percentage loaded of total	67·2	73·8	67·8
3. Net or freight ton miles	17,458,274	3,370,529	94,094
4. *Gross ton miles* (including weight of engine)—			
4·01 Passenger and proportion of mixed	20,921,386	6,059,900	260,602
4·02 Goods and proportion of mixed	39,588,500	7,900,111	284,980
5. *Wagon User*—			
5·01 Average wagon load (Total traffic)	13·2	6·6	4·4
5·02 Wagon miles per wagon day	37·0	31·3	16·8
5·03 Net ton miles per wagon day	327·9	152·6	49·6
6. *Running of trains*—			
Average speed—Train miles per train engine hour—			
6·01 Passenger trains	19·0	16·0	12·2
6·02 Mixed trains	13·0	12·0	10·9
6·03 Goods trains—Main lines	9·23	9·17	8·87
6·04 Goods trains—Branch lines	8·89	9·45	
Passenger and proportion of mixed—			
6·05 Train miles per train engine hour	18·2	14·2	..
6·06 Train miles per engine hour	13·0	10·4	..
Goods and proportion of mixed—			
6·07 Train miles per train engine hour	9·33	9·94	..
6·08 Train miles per engine hour	4·08	4·84	..
7. *Average train load*—			
Passenger—			
7·01 Number of vehicles	16·7	18·0	..
Passenger and proportion of mixed—			
7·02 Gross weight (including weight of engine)	386·7	251·7	..
Goods—			
7·03 Main lines—Loaded wagons	30·4	27·8	..
7·04 Main lines.—Empty wagons	15·2	10·3	..
7·05 Main lines—Total	45·6	38·2	..
7·06 Percentage loaded of total	66·7	72·9	..
7·07 Branch lines—Loaded wagons	22·9	21·8	..

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0 Gauges.
Average train load—concld.			
Goods—*contd.*			
7·08 Branch lines—Empty wagons	9·3	8·4	..
7·09 Branch lines—Total	32·2	30·2	..
7·10 Percentage loaded of total	71·1	72·2	..
Main and Branch Lines— Goods and proportion of mixed—			
7·11 Net or freight weight	380·9	165·4	61·9
7·12 Gross weight (*including* weight of engine)	860·9	381·2	196·9
7·13 Gross weight (*excluding* weight of engine)	753·4	323·6	147·0
8. *Light Running.*—			
Light engine miles per 100 train miles—			
8·01 Passenger and proportion of mixed	1·45	0·76	..
8·02 Goods and proportion of mixed	8·58	1·82	..
9. *Shunting.*—			
Shunting miles per 100 train miles—			
9·01 Passenger and proportion of mixed	6·65	5·92	..
9·02 Goods and proportion of mixed	42·5	32·9	..
9·03 Wagon miles per shunting engine hour	497·8	483·5	287·6
9·04 Net ton miles per shunting engine hour	4,467·8	2,469·3	866·8
10. *Efficiency.*—			
10·01 Wagon miles per engine hour	172·5	154·0	61·3
10·02 Net ton miles per engine hour	1,548·1	786·6	181·0
10·03 Gross ton miles per engine hour	3,510·6	1,843·7	889·3
11. *Engine User.*—			
11·01 Average authorised stock (excluding engines ordered but not yet handed over to traffic)	6,402	2,562	265
11·02 Average total number on the line	6,549	2,631	253
11·03 Average number available for use	5,111	2,083	195
11·04 Average number in good repair stored	288	5	4
11·05 Engine miles per day per engine on the line	59·5	62·7	40·1
11·06 Net ton miles per locomotive day	12,443·0	6,361·9	1,832·0
12. *Density.*—			
12·01 Passenger miles per running track mile per annum	572,476	480,664	292,946
12·02 Passenger miles per route mile per annum	674,706	487,070	292,946
12·03 Net ton miles per running track mile per annum	788,695	243,136	47,948
12·04 Net ton miles per route mile per annum	929,534	246,376	47,948
12·05 Gross ton miles per running track mile per annum	2,733,593	1,007,017	278,013
12·06 Train miles per running track mile per day	12·9	10·3	4·5
13. *Repair of Rolling stock*—			
Engines—			
13·01 Average number under or awaiting repair	1,437	549	59
13·02 Percentage of item 13·01 to average number on the line	21·9	20·9	23·3

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
Repair of Rolling stock—concld.			
Coaching Stock—			
13·03 Average number of passenger carriages under or awaiting repairs	1,579	931	65
13·04 Percentage of item 13·05 to average number on the line.	17·0	12·6	8·7
13·05 Average number of other coaching vehicles under or awaiting repairs.	480	161	8
13·06 Percentage of item 13·07 to average number on the line.	11·8	10·2	8·6
13·07 Number overdue repairs on 31st March 1925	2,579	1,318	176
13·08 Percentage of item 13·09 to average authorised stock (excluding stock ordered but not yet handed over to traffic).	18·3	14·4	20·3
Goods Stock—			
13·09 Number of unserviceable wagons	9,750	4,276	157
13·10 Percentage of item 13·11 to average number on the line daily	6·7	9·3	3·4
13·11 Number overdue repairs on 31st March 1925	17,396	6,597	281
13·12 Percentage of item 13·13 to average authorised number of wagons owned (excluding wagons ordered but not yet handed over to traffic).	11·8	12·4	9·8
14. *Coal consumption*—			
Number of tons of fuel consumed—			
14·01 Foreign coal	10,499	18,721	..
14·02 Indian coal	5,027,915	1,278,348	110,029
14·03 Wood	7,469	114,573	13
14·04 Oil fuel	135,206	43	4
14·05 Total (in terms of coal)	5,287,230	1,342,976	110,039
Passenger and Mixed—			
14·06 Total net tons of coal consumed	1,850,993	647,990	59,717
14·07 lbs. per engine mile	70·7	46·5	59·7
Goods—			
14·08 Total net tons of coal consumed—Goods trains	2,461,717	382,026	31,135
14·09 Ditto Shunting (including siding)	709,625	147,480	21,058
14·10 Ditto Departmental	172,058	66,038	
14·11 Lbs. per engine mile (Goods trains)	108·9	56·4	78·4
14·12 Lbs. per engine mile (shunting including siding)	63·2	40·1	..
Lbs. of coal consumed per 1,000 gross ton miles—			
14·13 Passenger and proportion of mixed	189·9	185·2	372·4
14·14 Goods and proportion of mixed	143·5	155·8	388·7
15. *Oil consumption*—			
Lubricating oil used on engines—			
15·01 Total pints (Passenger and Mixed)	5,155,008	1,917,777	271,809
15·02 Total pints (Goods trains)	4,694,009	1,006,185	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·62	6·15	7·27
15·04 Pints per 100 engine miles (Goods)	8·86	6·54	
Lubricating oil used on passenger and goods stock—			
15·05 Total pints	8,043,513	1,751,745	..
15·06 Pints per 1,000 vehicle miles	2·66	1·45	..

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

1. Statement of Net Revenue Receipts of State-owned Railways for the year 1924-25 and of the per-
Government after meeting all charges against the net

Class and Name of Railway.	Capital at charge on 31st March 1925.	Net Revenue Receipts.	Percentage on net Revenue Receipts on Capital at charge.
1	2	3	4
Central.			
STATE LINES WORKED BY THE STATE.			
Aden	14,98	—14	—0·94
Central Indian Coal-fields	33,58	..	..
Delhi (New Capital) Railway Works Scheme	78,77	..	..
Eastern Bengal	43,64,69	1,72,45	3·95
East Indian	99,57,75	6,91,73	6·94
North Western (Commercial)	82,00,63	5,86,91	7·18
North Western (Military)—			
Main line	27,34,62	—35,90	—1·31
Khyber	2,53,73	..	..
Rikhikesh Road Construction	2,84	..	..
Oudh and Rohilkhand	32,36,86	96,01	2·97
Adjustment of difference between book value and current market price of stores	..	27,07	..
TOTAL	2,88,78,45	15,38,13	5·33
STATE LINES WORKED BY COMPANIES OR INDIAN STATES.			
Assam-Bengal	18,77,87	53,18	2·83
Sibsagar Road Khowang	12,05	..	..
Bengal-Nagpur	63,83,54	3,23,43	5·07
Bezwada Extension	17,00	1,56	9·18
Bombay, Baroda and Central India (including Dholka-Dhanduka)	65,29,73	5,68,69	8·71
Burma Railways (including Extensions)	27,09,43	1,76,36	6·51
Great Indian Peninsula	1,01,40,78	6,17,87	6·09
Jodhpur-Hyderabad (British Section)	54,17	9,24	17·06
Lucknow-Bareilly	1,58,38	19,75	12·50
Madras and Southern Mahratta	49,88,99	3,56,89	7·15
Dhone-Kurnool	10,18	1,03	10·12
South Indian	23,36,88	2,23,12	9·54
Coonoor-Ootacamund	50,52	..	..
Travancore (British Section)	46,17	9,09	4·97
Travancore (Indian State Section)	1,36,80		
Shoranur-Nilamber	16,23	..	..
Tinnevelly-Tiruchendur	..	..	..
Tirhoot	8,86,18	84,68	9·56
Contribution to Depreciation Fund on account of Company worked lines	..	—1,69,62	..
Adjustment of difference between book value and current market price of stores	..	11,22	..
TOTAL	3,63,54,90	22,86,49	6·29
Miscellaneous Items.			
Abandoned Projects, etc.	32,26	..	..
Other miscellaneous items	2,35,62	..	..
Total Central	6,55,01,23	38,24,62	5·84
Provincial.			
Assam (Jorhat)	13,18	15	1·14
United Provinces (Distillery siding)	1,72	..	..
Burma Provincial	5,00	—21	..
Total Provincial	19,90	—6	—0·30
GRAND TOTAL	6,55,21,13	38,24,56	5·84

centage of those figures on the Capital at Charge on 31st March 1925 also of the net gain or loss to Revenue Receipts (In thousands of rupees).

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between Columns (3) and (7).		
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	Percentage of gain or loss on Capital at charge.
5	6	7	8	9	10
..	69	69	..	83	—5·54
..	93	93	..	93	—2·77
..	409	409	..	509	—5·18
..	1,56,07	1,56,07	16,38	..	—0·37
10,05	3,80,75	3,90,80	3,00,93	..	3·02
..	2,96,05	2,96,05	2,90,86	..	3·55
..	1,09,88	1,09,88	..	1,45,78	—5·33
..	12,89	12,89	..	12,89	—5·03
..	8	8	..	8	2·82
..	1,07,17	1,07,17	..	11,16	—0·34
..	..	..	27,07	..	..
10,05	10 68 60	10,78,65	4,59,48	..	1·59
..	68,21	68,21	..	15,03	—0·80
..	33	33	..	33	2·74
4,76	2,69,00	2,73,76	49,67	..	0·78
..	60	60	96	..	5·65
14,65	2,25,17	2,39,82	3,28,87	..	5·04
32,96	92,40	1,25,36	51,00	..	1·88
4,46	3,32,24	3,36,70	2,81,17	..	2·77
..	1,94	1,94	7,30	..	13·48
1,24	8,93	10,17	9,58	..	6·05
60,86	1,86,50	2,47,36	1,09,53	..	2·19
..	34	34	69	..	6·78
7,11	93,22	1,00,33	1,22,79	..	5·25
..	1,84	1,84	..	1,84	—3·64
2,50	1,16	3,66	5,43	..	2·97
..	46	46	..	46	—2·85
..	—14	—14	14	..	..
3,69	30,56	34,25	50,43	..	5·69
..	..	..	..	1,69,62	..
..	..	..	11,22	..	..
1,32,23	13,12,76	14,44,99	8,41,50	..	2·32
..	1,07	1,07	..	1,07	—3·32
..	12,03	12,03	..	12,03	—5·11
1,42,28	23,94,46	25,36,74	12,87,88	..	1·97
..	46	46	..	31	—2·35
..	10	10	..	10	—5·81
..	28	28	..	49	—5·60
..	84	84	..	90	—4·52
1,42,28	23,95,30	25,37,58	12,86,98	..	1·96

2 (a). *Statement of Capital at Charge of State-owned*

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees @ 1s. 4d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
State Lines worked by the State.							
Aden	..	..	—5	—7	..	6	—6
Central Indian Coal-fields	..	..	13,75	..	8,44	11,39	33,58
Delhi (New Capital) Railway Works Scheme.	..	..	5,42	..	1,47	3,13	10,02
Eastern Bengal	..	5,94,92	46,99	14,68	—3,76	—38,75	19,16
East Indian	..	39,95,14	1,59,68	1,80,85	—20,82	—89,02	2,30,69
North Western (Commercial)	..	14,17,05	93,56	66,31	34	—1,10,38	49,83
North Western (Military)—							
Main Line	..	..	15,03	..	—1,77	—68	12,58
Khyber	..	..	47,31	..	3,15	—8,25	42,21
Rikhikesh Road construction	..	..	2,61	..	23	..	2,84
Oudh and Rohilkhand	—1,42	15,92,67	58,80	16,57	83	—23,47	52,73
Total	—1,42	75,99,78	4,43,10	2,78,34	—11,89	—2,55,97	4,53,58
State Lines worked by Companies or by Indian States.							
Assam-Bengal—I	..	..	59	..	..	..	59
Assam-Bengal—II	..	..	16,06	2,43	..	—6,18	12,31
Sibsagar Road Khowang	..	..	8,62	..	57	2,86	12,05
Bengal-Nagpur	..	..	1,99,91	1,46,66	14,08	—29,09	3,31,56
Bezwada Extension	..	..	2,27	..	..	..	2,27
Bombay, Baroda and Central India (including Dholka-Dhanduka).	..	21,83,54	1,87,06	58,84	—4,20	—55,15	1,86,55
Burma	..	..	60,81	4,78	1,31	—13,95	52,95
Burma Extensions	..	..	1,08	31	..	..	1,39
Southern Shan States	..	..	38	—6	..	..	32
Moulmein-Ye, Pyinmana-Taungdwingyi, Alon-Saingbyin, Segyi-Ye, U, Pegu-Kayan and Bauktaw-Mingaladon formerly classed as Provincial Railways.	..	..	41,95	4,99	4,08	6	51,08
Total Companies' Lines Carried over	..	21,83,54	5,18,73	2,17,95	15,84	—1,01,45	6,51,07

Railways on the 31st March 1925 (in thousands of rupees).

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Remarks.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
7,70	5,31	16	1,81	14,98	14,98	
13,75	..	8,44	11,39	33,58	33,58	
61,60	..	8,86	8,31	(a) 78,77	78,77	(a) Includes Rs. 3,991 brought on to construction account without financial adjustment.
25,13,33	9,93,52	1,31,42	1,31,50	37,69,77	43,64,69	
30,71,64	25,27,37	73,93	2,89,67	59,62,61	99,57,75	
38,90,74	22,80,26	3,11,24	2,49,98	67,32,22	81,49,27	
21,10,88	4,61,05	1,12,85	1,01,20	27,85,98	27,85,98	
2,17,39	..	23,93	12,41	2,53,73	2,53,73	
2,61	..	23	..	2,84	2,84	
10,28,96	5,24,45	28,78	62,00	16,44,19	32,36,86	
1,29,18,60	67,91,96	6,99,84	8,63,27	2,12,78,67	2,88,78,45	
57,53	..	..	..	57,53	57,53	
12,96,75	3,57,38	1,45,53	20,68	18,20,34	18,20,34	
8,62	..	57	2,86	12,05	12,05	
36,34,56	22,93,07	2,47,84	2,08,07	63,83,54	63,83,54	
15,83	..	1,17	..	17,00	17,00	
29,43,35	10,82,03	1,38,79	1,82,02	43,46,19	65,29,73	
14,44,64	3,97,15	1,33,44	83,27	20,58,50	20,58,50	
1,79,13	64,51	16,14	..	2,59,78	2,59,78	
1,41,87	11,56	17,47	..	1,70,90	1,70,90	
1,75,66	21,03	23,41	15	2,20,25	2,20,25	
98,97,91	42,26,73	7,24,36	14,97,05	1,53,45,08	1,75,29,62	

2 (a) —*Statement of Capital at Charge of State-owned Railways*

Railways.	Liabilities incurred in the purchase of Railways, (Sterling converted into rupees @ 1s. 4d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines Brought forward	..	21,83,54	5,18,73	2,17,95	15,84	—1,01,45	6,51,07
Great Indian Peninsula	..	55,24,35	1,64,48	63,19	—7,43	—1,32,65	87,59
Jodhpur-Hyderabad (British Section).	..	..	2,63	..	..	—1	2,62
Lucknow-Bareilly	..	..	..	38	..	—2,85	—2,47
Madras and Southern Mahratta	..	19,66,21	66,88	39,38	—2,64	—39,75	63,87
Dhone-Kurnool	..	..	..	..	..	..	..
South Indian	..	8,58,93	61,82	—5,30	—2,69	—22,10	40,11
Coonoor-Ootacamund	..	..	15	—3	..	..	12
Travancore (British Section)	..	..	1,59	—1	5	..	1,63
Travancore (Indian State Section).	..	..	35	81	..	..	1,16
Shoranur Nilamber	..	..	10,59	..	1,65	3,80	16,04
Tirhoot	..	..	5,63	4,78	..	1,03	11,44
Total	..	1,05,33,03	8,35,85	3,21,15	10,16	—2,93,98	8,73,18
Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
State Railway Stores	..	..	..	..	19,21	1	19,22
Expenditure in England for Stores purchased and remaining unappropriated							
Adjustment of Capital outlay in England of Railway Coys. at average rates.							
Total Central	—1,42	1,81,32,81	12,78,95	5,99,49	17,48	—5,49,94	13,45,98
Provincial.							
Arsam (Jorhat)	..	..	7	5	..	46	58
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
Burma Provincial	..	..	..	..	..	..	..
Total Provincial	..	..	7	5	..	46	58
Grand total	—1,42	1,81,32,81	12,79,02	5,99,54	17,48	—5,49,48	13,46,56

on the 31st March 1925 (in thousands of rupees)—concld.

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.						REMARKS.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.	Capital at charge at the end of the Financial year. (Columns 3+13).	
9	10	11	12	13	14	15
98,97,94	42,26,73	7,24,36	4,97,05	1,53,46,08	1,75,29,62	
30,43,71	11,93,78	1,08,39	2,70,55	46,16,43	1,01,40,78	
50,64	34	3,08	11	54,17	54,17	
1,04,52	34,94	5,26	13,66	1,58,38	1,58,38	
20,63,43	7,37,83	1,02,19	1,19,33	30,22,78	49,88,99 (a)	(a) Includes Rs. 3,06,451 on account of discount in connection with the debt incurred in respect of advances amounting to £2,129,000 to S. M. Ry. Co.
9,35	..	83	..	10,18	10,18	
7,88,94	5,43,11	63,92	81,98	14,77,95	23,66,88	
29,71	17,75	3,06	..	50,52	50,52	
35,57	6,00	4,60	..	46,17	46,17	
1,00,59	24,24	11,97	..	1,36,80	1,36,80	
10,65	..	1,78	3,80	16,23	16,23	
6,06,47	1,81,37	50,71	47,63	8,86,18	8,86,18	
1,67,41,52	69,66,03	10,80,15	10,34,11	2,58,21,87	3,63,54,90	
(b) 32,26	..	..	..	32,26	(b)32,26	(b) Distribution over minor heads is not available.
2,35,52	..	..	10	2,35,62	2,35,62	
2,99,27,90	1,37,58,05	17,79,99	19,02,48	4,73,68,42	6,55,01,23	
7,28	4,01	41	1,48	13,18	13,18	
1,72	..	..	..	1,72	1,72	
5,00	..	..	..	5,00	5,00	
14,00	4,01	41	1,48	19,90	19,90	
2,99,41,90	1,37,62,06	17,80,40	19,03,96	4,73,88,32	6,55,21,13	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to

Railway.	Gauge.	Capital Outlay during the year.				
		Works.	Rolling stock.	General charges. (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES						
(A) Worked by the Branch						
OPEN LINES.						
Ahmadpur-Katwa	2′ 6″	—8	..	..	—11	—19
Arakan Light	,,	—5	..	5	—6	—6
Bankura-Damodar River	,,	—4	..	..	—10	—14
Burdwan-Katwa	,,	22	..	..	—7	15
Futwah-Islampur	,,	50	10	1	—4	57
Kalighat-Falta	,,	48	..	..	—14	34
TOTAL 1-(A)	..	1,03	10	6	—52	67
(B) Worked by the						
OPEN LINES.						
Hardwar-Dehra	5′ 6″	11	..	..	..	11
Chaparmukh-Silghat	3′ 3¾″	2	..	..	..	2
Katakhal Lalabazar	3′ 3¾″	24	..	..	—4	20
Dasghara-Jamalpurgunj	2′ 6″	2	—1	..	—1	..
TOTAL 1-(B)	..	39	—1	..	—5	33
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES.						
Amritsar-Patti	5′ 6″	47	..	..	..	47
Hoshiarpur Doab—						
Jullundur-Mukerian	,,	52	..	..	..	52
Phagwara-Rahon	,,	8	..	..	..	8
Mandra-Bhaun	,,	3	..	..	..	3
Sara-Sirajganj	,,	68	..	..	..	68
Sialkot-Narowal	,,	31	..	..	..	31
Southern Punjab—						
Main line	,,	1,49	..	..	..	1.49
Jullundur Doab	,,	89	..	..	..	89
Ludhiana Extension	,,	..	..	..	..	..
Sutlej Valley	,,	..	..	..	..	..
Tapti Valley	,,	28	..	..	..	28
Ahmedabad-Parantij	3′ 3¾″	1	..	—1	..	..
Champaner-Shivrajpur-Pani Light	2′ 6″	4	6	1	..	11
Dhond-Baramati	,,	1	..	..	..	1
Ellichpur-Yeotmal (including Pulgaon-Arvi railway)	,,	11	—5	..	—33	—32
Godhra-Lunavada	,,	—1	24	..	..	23
Jacobabad-Kashmor	,,	55	..	..	..	55
Khulna Bagerhat	,,	1	..	..	..	1
Larkana-Jacobabad	,,	—18	2,53	8	—4	2,29
Mayurbhanj	,,	3	58	..	..	61
Nadiad-Kapadvanj	,,	13	40	..	—2	51
Pachora-Jamner	,,	..	..	9	..	9
Darjeeling-Himalayan Extensions	2′0″	6	20	..	..	26
TOTAL (2)	..	5,41	3,96	17	—44	9,10

the end of the year 1924-25 of other than State-owned Railways. (*In thousands.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged of in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
Line Company.					
15,90	2,05	1,86	12	19,93	
28,76	16	1,60	30	30,82	
28,01	4,45	3,67	24	36,37	
13,62	2,87	1,64	33	18,46	
15,05	2,01	1,32	15	18,53	
12,99	5,08	1,62	43	20,12	
1,14,33	16,62	11,71	1,57	1,44,23	
Main Line.					
28,16	..	4,41	..	32,57	
28,89	..	1,73	..	30,62	
14,76*	..	1,24	—1	15,99*	* Includes Rs. 1,13,000 direct outlay by the Managing Agents.
1,97	1,16	19	2	3,34	
73,78	1,16	7,57	1	82,52	
TERMS—WORKED BY THE MAIN LINE.					
33,58	..	1,32	..	34,90	
31,46	..	1,94	..	33,40	
24,85	..	1,71	..	26,56	
23,28	..	78	..	24,06	
83,59	..	5,81	..	89,40	
27,27	..	63	..	27,90	
2,76,60	..	15,74	..	2,92,34	
1,27,83	..	7,30	..	1,35,13	
92,37	..	4,68	..	97,05	
1,44,97	..	8,14	..	1,53,11	
1,23,98	..	10,55	..	1,34,53	
33,63	3	3,75	..	37,41	
11,10	6,36	3,22	..	20,68	
8,18	1,77	1,85	..	11,80	
56,89	14,64	14,60	..	86,13	
8,67	1,81	3,23	..	13,71	
17,86	4,84	92	.	23,62	
6,29	1,24	79	..	8,32	
20,09	6,73	3,78	..	30,60	
24,02	58	..	..	24,60	
8,82	4,59	2,52	..	15,93	
12,03	1,17	3,77	..	16,97	
40,72	5,51	9,54	..	55,77	
12,38,08	49,27	1,06,57	..	13,93,92	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges. (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						
8. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar and Dwarka	3′ 3⅜″	1,88	4	1	..	1,93
Mymensingh-Bhairab Bazar	,,	1,23	..	—75	—2,13	—1,65
Total (3)	..	3,11	4	—74	—2 13	28
4. COMPANIES' LINES SUBSIDIZED BY THE						
Open Lines.						
Delhi-Umbala-Kalka	5′ 6″	21	..	..	..	21
Bengal and North-Western*	3′ 3⅜″	15,18	10,71	9	—8,81	17,17
Bengal Dooars Extensions*	,,	37	27	..	3	67
Mirpur Khas-Jhudo*	,,	44	..	..	..	44
Mirpur Khas-Khadro*	,,	3	..	..	..	3
Rohilkund and Kumaon	,,	98	1,31	..	—9	2,20
Barsi Light*	2′ 6″	1,39	53	..	—1,06	86
Dehri-Rohtas Light	,,	18	22	..	54	94
Shahdara (Delhi-Saharanpur Light*	,,	28	30	..	—2	56
Total	..	19,06	13,34	9	—9,41	23,08
Line under Construction.						
Pharenda Nautanwa Extension	3′ 3⅜″	4,82	..	63	11	5,56
Pandharpur Miraj Extension	2′ 6″	80	..	1,91	..	2,71
Total (4)	..	24,68	13,34	2,63	—9,30	31,35
Open Lines.						
5. COMPANIES' LINES SUBSIDIZED						
Dibru-Sadiya	3′ 3⅜″	79	4,03	..	1 32	6,14
Darjeeling-Himalayan	2′ 0″	—60	10	..	—1,23	—1,73
Total (5)	..	19	4,13	..	9	4,41
Open Lines.						
6. UNASSISTED						
Ledo and Tikak-Margherita Colliery	3′ 3⅜″	..	..	..	..	..
Bengal Provincial	2′ 6″	..	..	..	—2	—2
Jagadhri Light	2′ 0″	..	..	..	..	..
Kulasekarapatnam Light	,,	..	—1	..	..	—1
Trivellore Light	,,	6	6	3	..	15
Total (6)	..	6	5	3	—2	12

end of the year 1924-25 of other than State-owned Railways (in thousands)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including f.rries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEE AND REBATE TERMS.					
57,97	3,32	2,56	2,00	65,85	
** 1,08,90	..	7,00	38	1,16,28	**Includes 16,92,000 for land.
1,66,87	3,32	9,56	2,38	1,82,13	
GOVERNMENT OF INDIA.					
1,88,45	..	12,47	..	2,00,92	*Receives land only from Government.
†7,58,60	2,21,87	80,58	12 81	10,73,86	†Includes Rs. 4,000 on account of survey.
87,98	14,02	7.81	3,24	1,13,05	
7,71	..	58	..	8,29	
7,77	..	58	..	8,35	
1,25,08	47,69	11,96	10	1,84,93	
62,93	21,30	4,99	2,34	91,56	
5,36	3,40	36	1,05	10,17	
31,21	11,42	3,79	1,20	47,62	
12,75,09	3,19,70	1,23,12	20,84	17,38,75	
5,01	..	75	11	5,87	
80	..	1,91	..	2,71	
12,80,90	3,19,70	1,25,78	20,95	17,47,33	
BY LOCAL GOVERNMENTS.					
66,69	45,97	18,18	1,32	1,32,16	
30,99	10,31	2,78	3 33	47,41	
97,68	56,28	20,96	4,65	1,79,57	
COMPANIES' LINES.					
16,94	Details not available.			16,94	
8,76	2,76	1	27	11,80	
62	40	12	..	1,14	
4,05	2,86	67	..	7,58	
33	66	9	..	1,03	
30,°0	6,68	89	27	38,54	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.						
7. DISTRICT						
Suramangalam-Salem	5′ 6″	4	..	..	..	4
Tenali-Repalle	,,	17	..	..	..	17
Bezwada-Masulipatam	3′ 3⅜″	10	..	..	..	10
Podanur-Pollachi	,,	27	2,44	..	..	2,71
Tanjore District Board	,,	61	..	..	..	61
Tinnevelly-Tiruchendur	,,	1,18	..	1	—19	1,00
TOTAL (7)	..	2,37	2,44	1	—19	4,63
OPEN LINES.						
8. COMPANIES' LINES SUBSIDIZED BY						
Bengal Doors	3′ 3⅜″	40	32	..	..	72
Arrah-Sasaram Light	2′ 6″	1	10	..	—14	—3
Baraset-Basirhat Light	,,	—3	11	4	—5	7
Bukhtiarpur-Bihar Light	,,	1	32	..	—3	30
Jessore-Jhenidah	,,	..	..	..	—3	—3
Tezpur-Balipara Light	,,	..	..	..	..	..
Howrah-Amta Light	2′ 0″	6	21	—3	45	69
Howrah Sheakhala Light	,,	—1	..	1	—1	—1
TOTAL (8)	..	44	1,06	2	19	1,71

end of the year 1924-25 of other than State-owned Railways (in thousands)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					
4,84	..	23	..	5,07	
14,15	..	1,14	..	15,29	
21,38	..	1,59	..	22,97	
8,91	6,49	1,28	..	16,68	
60,98	..	6,75	..	67,73	
23,09	..	2,22	20	25,51	
1,33,35	6,49	13,21	20	1,53,25	
DISTRICT BOARDS.					
25,51	5,96	3,52	..	34,99	
18,65	4,46	11	19	23,41	
18,54	5,07	28	35	24,24	
10,41	3,97	..	23	14,61	
10,69	2,83	74	3	14,29	
3,20	1,60	7	..	4,87	
16,06	9,11	80	1,99	27,96	
4,76	2,50	12	49	7,87	
1,07,82	35,50	5,64	3,28	1,52,24	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries.)	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
OPEN LINES.						
Bhavnagar State	3′ 3⅜″	1,39	84	13	—70	1,66
Bikaner	,,	7,60	6,72	..	44	14,76
Gondal	,,	—7	1,44	..	—2,89	—1,52
Jetalsar-Rajkot	,,	51	..	..	—46	5
Jodhpur	,,	7,74	13,66	8	—13,80	7,68
Junagad State	,,	75	4,47	..	—71	4,51
Khijadiya-Dhari	,,	1	..	—1	10	10
Morvi	,,	2,29	2,85	1	—2,56	2,59
Mysore (including Birur-Shimoga and Chickjajur-Chitaldrug Sections).	,,	3,74	1,41	..	11,13	16,28
Porbandar State	,,	63	2,41	—1	1,84	4,87
Udaipur-Chitorgarh	,,	3	9	..	—8	4
Bodli-Chota Udaipur	2′ 0″	5	..	..	..	5
Cutch State	,,	..	..	..	..	..
Dholpur-Bari (including Mohari-Barauli)*	,,	1	..	..	..	1
Gaekwar's Baroda State	,,	3,18	9,66	34	—2,27	10,91
Kolar District	,,	3	—6	..	—67	—70
Gwalior Light	2′ 0″	1,32	..	..	.	1,32
Pipar Bilara Light	,,	..	..	..	..	..
Tarakere-Narasimharajapura Light	,,	—55	1,12	38	—35	30
TOTAL	..	28,66	44,61	92	—11,28	62,91
LINES UNDER CONSTRUCTION.						
Hanumangarh to Sisla	3′ 3⅜″	6,44	1	20	12	6,77
Shimoga to Arasalu	,,	1	1	..	..	2
Marwar Junction to Jujajwar	,,	97	..	7	..	1,04
Prachi Road to Jamwala	,,	2	..	6	..	8
Nanjangud to Chamarajanagar	,,	9	..	3	..	12
Anjar to Bachau	2′ 6″	..	..	..	..	..
Dholpur to Rajakhera	,,	..	..	..	..	..
Bilimora Kalamba-Jheria	,,	1,48	..	20	..	1,68
Mahuva to Anaval	,,	..	..	..	..	..
Zankhvav to Umergada	,,	3	..	..	.	3
Navsari to Kamrej	,,	..	..	..	..	..
TOTAL	..	9,04	2	56	12	9,74
TOTAL (9)	..	37,70	44,63	1,48	—11,16	72,65

end of the year 1924-25 of other than State-owned Railways (In thousands)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
1,41,18	32,14	7,15	3,62	1,84,09	
1,13,80	62,86	1,77	56	1,78,99	
47,40	15,52	2,47	6,95	72,34	
19,21	..	83	5	20,09	
1,56,84	1,23,77	1,76	14,21	2,96,58	
72,68	23,21	2,91	7,61	1,06,41	
18,33	..	1,65	3	20,01	
38,66	23,19	1,60	1,77	65,22	
1,66,18	54,24	15,77	14,65	2,50,84	
11,71	9,00	70	1,85	23,26	
17,58	5,94	1,11	1,13	25,76	
9,16	..	1,17	..	10,33	
8,18	1,45	1,37	..	11,00	
9,94	4,11	49	..	14,54	*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari Barauli section.
1,78,00	33,42	16,92	13,18	2,41,52	
14,17	9,01	1,50	17	24,85	
75,25	10,02	4,55	..	89,82	
2,37	52	4	..	2,93	
8,37	1,66	76	—2	10,77	
11,09,01	4,10,06	64,52	65,76	16,49,35	
39,87	93	1,13	24	42,17	
2,73	1	84	..	3,58	
8,17	.	26	..	8,43	
3,15	..	25	..	3,40	
1,12	..	35	5	1,52	
75	29	..	..	1,04	
75	..	7	..	82	
2,16	..	31	..	2,47	
8	..	..	..	8	
6	..	..	..	6	
3	..	..	..	3	
58,87	1,23	3,21	29	63,60	
11,67,88	4,11,29	67,73	66,05	17,12,95	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						**10. INDIAN STATE LINES**
Balharshah-Warangal (Kazipet)	5′ 6″	5,77	2,60	30	..	8,67
Bhopal-Itarsi*	,,	..	..	..	..	..
Bhopal Ujjain	,,	12	..	..	..	12
Bina-Goona-Baran	,,	77	..	6	..	83
Jammu and Kashmir (Indian State section)	,,	..	..	..	..	..
Jind-Panipat (Indian State section)	,,	1	..	..	..	1
Khanpur-Chachran	,,	3	..	..	..	3
Ludhiana-Dhuri-Jakhal	,,	1,23	..	..	..	1,23
Nagda-Ujjain	,,	..	..	..	..	..
Petlad-Cambay (Anand-Tarapur section)	,,	5	..	1	..	6
Petlad-Cambay (Tarapur-Cambay section)	,,	..	..	..	..	..
Rajpura-Bhatinda	,,	11	..	..	..	11
Bangalore-Harihar	3′ 3⅜″	1,77	54	..	—67	1,64
Cooch Behar State	,,	25	..	..	..	25
Dhrangadra	,,	—1	..	1	..	..
Gaekwar's Mehsana	,,	1,42	..	5	..	1,47
Hindupur (Yesvantpur-Mysore Frontier)	,,	..	..	..	..	..
Hingoli Branch	,,	..	..	..	..	..
Jaipur State	,,	4,05	..	7	—34	3,19
Kolhapur State	,,	..	..	..	..	..
Okhamandal	,,	36	—1	..	..	35
Palanpur-Deesa†	,,	..	..	..	..	..
Quilon-Trivandrum Extension (Travancore Ry.)	,,	33	3	..	..	36
Rajkot-Jamnagar	,,	79	20	..	..	99
Sangli State	,,	..	..	..	..	..
Secunderabad-Gadwal	,,	84	3	..	2	89
Shoranur-Cochin	,,	22	29	..	—66	—15
Parlakimedi Light	2′ 6″	..	..	..	..	..
Rajpipla State	,,	4	1	3	..	8
Total	..	18,15	3,09	53	—2,24	20,13
Lines under construction.						
Ramgundam to Tandur	5′ 6″	8,78	..	45	2,81	12,04
Karepalli-Kothagudium	,,	4,80	..	61	—3,17	2,24
Wagrod to Kharoda	3′ 3⅜″	..	..	..	..	..
Gadwal to Kurnool	,,	7,12	..	17	—1,24	6,05
Trichinopoly to Pudukkottai	,,	..	..	..	..	..
Total	..	20,70	..	1,23	—1,60	20,33
Total (10)	..	38,85	3,09	1,76	—3,84	40,46

end of the year 1924-25 of other than State-owned Railways (In thousands)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					
27,79	2,60	3,36	..	33,75	
50,00	..	..	..	50,00	*A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.
72,66	..	6,96	..	79,62	
93,36	18	8,24	..	1,01,78	
10,40	..	60	..	11,00	
15,77	..	1,54	..	17,31	
13,28	..	88	..	14,16	
44,12	..	2,29	..	46,41	
20,85	..	1,71	..	22,56	
13,05	..	76	10	13,91	
8,86	..	30	..	9,16	
74.47	..	2,69	..	77,16	
1,08,98	33,03	5,62	5,71	1,53,34	
18,87	1,03	94	..	20,84	
14,15	4	62	..	14,81	
94,19	65	7,78	..	1,02,62	
23,86	..	1,44	..	25,30	
26,52	1,28	3,03	..	30,83	
72,08	..	3,37	1,19	76,64	
22,08	..	1,21	..	23,29	
23,60	6,62	1,75	1,00	32,97	
1,85	..	..	..	1,85†	†This line is owned jointly by Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.
43,43	5,66	4,25	2	53,36	
22,02	6,15	95	2,00	31,12	
1,88	..	10	..	1,98	
90,59	15,31	11,26	—3	1,17,13	
51,42	18,22	4,70	92	75,26	
5,27	1,78	63	..	7,68	
14,07	2,61	1,11	..	17,79	
10,79,47	95,16	78,09	10,91	12,63,63	
42,27	..	5,11	1,84	49,22	
6,95	..	1,33	—3,19	5,09	
2	..	..	..	2	
9,82	..	1,60	—1,33	10,09	
12	..	..	..	12	
59,18	..	8,04	—2,68	64,54	
11,38,65	95,16	86,13	8,23	13,28,17	

2 (b).—*Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the end*

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling stock.	General charges. (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES LINES						
Open Lines.						
Nizam's Guaranteed State	5′ 6″	9,96	1,26	1	12,02	23,25
Hyderabad-Godavari Valley	3′ 3⅜″	6,68	22	1	2,70	9,61
Bangalore-Chik Ballapur Light	2′ 6″	8	—3	..	3	8
Total (11)	..	16,72	1,45	2	14,75	32,94
12. LINES IN FOREIGN TERRITORY—WORKED						
Open Lines.						
Peralam-Karaikkal	3′ 3⅜″	..	..	..	..	..
Pondicherry	,,	2	..	..	..	2
West of India Portuguese	,,	—3	..	..	..	—3
Total (12)	..	—1	..	..	..	—1
Total (1) to (12)	..	1,30,94	74,88	5,44	—12,62	1,98,64
Miscellaneous	..	2,80	1,90	..	..	4,70
Grand Total	..	1,33,74	76,78	5,44	—12,62	2,03,34

of the year 1924-25 of other than State-owned Railways (In thousands)—concld.

Total capital outlay to the end of the year.					Remarks
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
4,52,06	1,21,54	9,91	25,35	6,08,86	
2,74,14	64,75	18,69	15,26	3,72,84	
8,30	4,71	1,77	6	14,84	
7,34,50	1,91,00	30,37	40,67	9,96,54	
BY BRITISH INDIAN RAILWAY COMPANIES.					
6,09	..	1,15	..	7,24	
5,35	..	36	..	5,71	
2,01,71	..	..	..	2,01,71	
2,13,15	..	1,51	..	2,14 66	
64,97,69	11,92,47	4,87,63	1,48,26	83,26,05	
19,11	1,90	2,00,22	..	*2,21,23	
65,16,80	11,94,37	6,87,85	1,48,26	85,47,28	

*Made up of—

(1) Interest charges during construction of the Assam-Bengal Railway debited to capital	75,70,000
(2) State outlay on the Patri branch charged against the Civil Works grant	8,08,000
(3) Expenditure in England on the South Bihar Railway	52,18,000
(4) Outlay by Forest Department on the Alnavar Dandeli Railway	8,87,000
(5) Outlay from Joint Debenture Stock on the Lucknow-Bareilly Railway	76,40,000
	2,21,23,000

3.—Statement of Gross Revenue Receipts, Working Expenses and Net

Class and Name of Railway.	Gross Revenue Receipts.					
	Earnings.	Suspense.	Interest on depreciation and Reserve Fund.	Total.	Deduct Non-budget Lines.	Gross Receipts.
1	2	3	4	5	6	7
CENTRAL.						
Commercial.						
STATE LINES WORKED BY THE STATE.						
Aden	1,83	2	..	1,85	..	1,85
East Indian	17,65,15	14,21	..	17,79,36	57,09	17,22,27
Eastern Bengal	6,20,10	—3,75	..	6,16,35	17,19	5,99,16
North Western	19,31,39	—8,37	..	19,23,02	2,23,80	16,99,22
Oudh and Rohilkhand	3,75,20	1,55	..	3,76,75	8,45	3,68,30
Adjustment of difference between book value and current market price of stores.	..	..	..	..	..	..
Total	46,93,67	3,66	..	46,97,33	3,06,53	43,90,80
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	1,61,56	—1,29	..	1,60,27	16,13	1,44,14
Bengal-Nagpur	8,31,19	12,42	..	8,43,61	4,46	8,39,15
Bezwada Extension	7,14	..	..	7,14	..	7,14
Bombay, Baroda and Central India	13,11,54	7,25	..	13,18,79	79,25	12,39,54
Burma Railways (including extensions).	4,30,00	—11	..	4,29,89	..	4,29,89
Great Indian Peninsula	15,69,28	1,64	..	15,70,92	41,24	15,29,68
Jodhpur-Hyderabad (British Section).	32,94	91	..	33,85	4,44	29,41
Lucknow-Bareilly	66,95	59	..	67,54	30,00	37,54
Madras and Southern Mahratta	8,14,40	5,21	..	8,19,61	29,12	7,90,49
Dhone-Kurnool	2,41	..	..	2,41	..	2,41
South Indian	5,33,07	—2,00	..	5,31,07	36,91	4,94,16
Travancore	20,62	..	..	20,62	..	20,62
Tirhoot	3,35,49	—13	..	3,35,36	1,85,77	1,49,59
Contribution to Depreciation Fund on account of Company Worked Lines.	..	..	..	..	..	..
Adjustment of difference between book value and current market price of stores.	..	..	..	..	..	..
TOTAL	61,16,59	24,49	..	61,41,08	4,27,32	57,13,76
TOTAL CENTRAL	1,08,10,26	28,15	..	1,08,38,41	7,33,85	1,01,04,56
Provincial.						
Assam (Jorhat)	1,88	—7	..	1,81	..	1,81
Burma Provincial	78	..	..	78	..	78
GRAND TOTAL	1,08,12,92	28,08	..	1,08,41,00	7,33,85	1,01,07,15

Revenue Receipts of State-owned Railways for the year 1924-25 (In thousands of rupees).

Working Expenses.									
Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Fund.	Suspense.	Total.	Deduct. Expenditure met from Depreciation Fund.	Deduct. Non-budget Lines.	Net Working Expenses.	Net Revenue Receipts.	Percentage of Ordinary Working Expenses on Earnings.
8	9	10	11	12	13	14	15	16	17
1,98	..	..	1	1,99	..	..	1,99	—14	107·65
9,06,24	1,38,57	1,55,18	—3,48	11,96,51	1,38,57	27,40	10,30,54	6,91,73	51·34
3,65,49	50,79	73,27	—3,76	4,85,79	50,79	8,29	4,26,71	1,72,45	58·94
10,45,53	1,25,87	2,11,97	5,77	13,89,14	1,25,87	1,15,06	11,48,21	(a) 5,51,01	54·13
2,32,33	45,03	45,36	—1,17	3,21,55	45,03	4,23	2,72,29	96,02	61·92
—27,07	..	..	..	—27,07	..	..	—27,07	27,07	..
25,24,50	3,60,26	4,85,78	—2,63	33,67,91	3,60,26	1,54,98	28,52,67	15,38,13	53·78
82,98	8,55	..	1,49	99,02	..	8,06	90,96	53,18	55·07
4,94,78	41,26	..	—16,62	5,19,42	..	3,70	5,15,72	3,23,43	59·53
2,34	3,24	..	..	5,58	..	..	5,58	1,56	32·77
6,51,20	70,28	..	—7,15	7,14,33	..	43,48	6,70,85	5,68,69	49·65
2,20,41	32,90	..	22	2,53,53	..	..	2,53,53	1,76,36	51·26
8,49,19	92,39	..	—7,31	9,34,27	..	22,46	9,11,81	6,17,87	54·11
19,25	2,77	..	—7	21,95	..	1,78	20,17	9,24	58·44
29,92	3,68	..	—81	32,79	..	15,00	17,79	19,75	44·69
3,79,54	69,43	..	7	4,49,04	..	15,44	4,33,60	3,56,89	46·63
1,33	5	..	..	1,38	..	..	1,38	1,03	55·19
2,67,32	26,79	..	88	2,94,99	..	23,95	2,71,04	2,23,12	50·24
10,88	65	..	..	11,53	..	..	11,53	9,09	52·76
1,25,93	27,06	..	—5,71	1,47,28	..	82,37	64,91	84,68	37·53
..	..	5,48,72	..	5,48,72	3,79,05	..	1,69,67	—1,69,67	..
—11,22	..	..	..	—11,22	..	..	—11,22	11,22	..
31,29,85	3,79,05	5,48,72	—35,01	40,22,61	3,79,05	2,16,24	34,27,32	22,86,44	51·17
56,54,35	7,39,31	10,34,50	—37,64	73,90,52	7,39,31	3,71,22	62,79,99	38,24,57	52·31
1,57	4	..	5	1,66	..	..	1,66	15	83·51
97	2	..	..	99	..		99	—21	124·36
56,56,89	7,39,37	10,34,50	—37,59	73,93,17	7,39,31	3,71,22	62,82,64	38,24,51	52·32

	Receipts.	Working expenses.	Net Receipts.
(a) N. W. Railway, Commercial	15,33,36	9,52,45	5,86,91
N. W. Railway, Military	1,59,86	1,95,76	—35,90

4.—*Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1924-25.*

[Columns 7 to 10 in thousands of rupees.]

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total. Columns 2 and 5.	Converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total.
		On share capital.	On Debentures and Debenture Stock.	Total.					
1	2	3	4	5	6	7	8	9	10
State Lines worked by the State.	£	£	£	£	£				
Aden	..	..	..	..	..	..	69	..	69
Delhi (New Capital) Railway Works Scheme.	..	..	..	..	..	..	4,09	..	4,09
Central Indian Coals-fields	..	..	..	..	..	..	93	..	93
Eastern Bengal	123,843	..	..	..	123,843	17,09	1,38,98	..	1,56,07
East Indian	1,188,274	..	521,250	521,250	1,709,524	2,35,38	1,45,33	4	3,80,75
North Western (Commercial)	350,711	..	..	..	350,711	48,06	2,47,99	..	2,96,05
North Western (Military)—									
Main Line	..	..	..	..	..	..	1,09,88	..	1,09,88
Khyber	..	..	..	..	..	..	12,89	..	12,89
Oudh and Rohilkhand	322,566	..	..	..	322,566	44,38	60,99	1,88	1,07,25
Total	1,985,394	..	521,250	521,250	2,506,644	3,44,91	7,21,77	1,92	10,68,60
State Lines worked by Companies or by Indian States.									
Assam-Bengal	..	45,000	30,736	75,736	75,736	10,38	58,16	..	68,54
Bengal-Nagpur	..	105,000	275,114	380,114	380,114	52,12	2,16,88	..	2,69,00
Bezwada Extension	..	..	..	..	..	..	60	..	60
Bombay, Baroda and Central India (including Dholka Dhanduka).	385,084	60,000	34,979	94,979	480,063	66,14	1,51,53	7,50	2,25,17
Burma Railways (including Extensions).	..	75,000	37,500	112,500	112,500	15,45	76,95	..	92,40
Great Indian Peninsula	861,050 81,250	77,250	122,500	199,750	1,142,050	1,56,42	1,75,82	..	3,32,24
Jodhpur-Hyderabad (British Section).	..	..	..	..	..	..	1,94	..	1,94
Lucknow-Bareilly	..	..	(a)21,977	21,977	21,977	2,74	6,19	..	8,93
Madras and Southern Mahratta	362,193	175,000	202,045	377,045	739,238	1,01,92	84,58	..	1,86,50
Dhone-Kurnool	..	..	..	..	..	..	34	..	34
South Indian	146,635	35,000	125,448	160,448	307,083	42,13	51,09	..	93,22
Coonoor-Ootacamund	..	..	..	..	..	..	1,84	..	1,84
Travancore (British Section).	..	..	..	..	..	..	1,16	..	1,16
Travancore (Indian State Section).							—14	..	—14
Tinnevelly-Tiruchendur	..	..	..	..	..	..	46	..	46
Shoranur Nilamber	..	..	..	..	..	..	30,56	..	30,56
Tirhoot	..	..	..	..	..	..			
Total	1,836,212	572,250	850,299	1,422,549	3,258,761	4,47,30	8,57,96	7,50	13,12,76
Miscellaneous Items.									
Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
Other miscellaneous items	..	..	..	..	..	..	12,03	..	12,03
Provincial Railways.									
Assam (Jorhat)	..	..	..	..	..	..	46	..	46
United Provinces (Distillery Siding).	..	..	..	..	..	..	10	..	10
Burma Provincial	..	..	..	..	..	..	28	..	28
Grand Total	3,821,606	572,250	1,371,549	1,943,799	5,765,405	7,92,21	15,93,67	9,42	23,95,30

(a) Represents interest on the State share of joint debenture stock.

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 (In thousands of rupees).

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
CLASS I.								
Assam-Bengal	3′ 3¾″	*1923-24*	*20,28,17*	*1,44,84*	*98,11*	*46,73*	*67·74*	*2·30*
		1924-25	20,52,81	1,61,56	97,54	64,02	60·37	3·02
Bengal and North-Western	3′ 3¾″	*1923-24*	*19,31,43*	*3,15,95*	*1,41,72*	*1,74,23*	*44·86*	*9·03*
		1924-25	19,60,04	3,35,49	1,52,22	1,83,27	45·37	9·35
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1923-24*	*60,83,65*	*7,82,69*	*5,11,90*	*2,70,79*	*65·40*	*4·45*
		1924-25	64,15,82	8,33,81	5,36,00	2,97,81	64·28	4·64
Bombay, Baroda and Central India	5′ 6″, 3′ 3¾″ and 2′ 6″	*1923-24*	*67,96,54*	*12,74,91*	*7,57,79*	*5,17,12*	*59·44*	*7·61*
		1924-25	70,11,33	13,20,51	7,57,66	5,62,85	57·37	8·03
Burma	3′ 3¾″ and 2′ 6″	*1923-24*	*26,08,69*	*4,15,04*	*2,53,40*	*1,61,64*	*61·05*	*6·20*
		1924-25	27,14,43	4,30,79	2,54,31	1,76,48	59·03	6·62
Eastern Bengal	5′ 6″, 3′ 3¾″ and 2′ 6″	*1923-24*	*44,61,34*	*5,54,05*	*4,02,50*	*1,51,55*	*72·65*	*3·40*
		1924-25	44,83,25	6,20,03	4,38,80	1,81,23	70·76	4·25
East Indian	5′ 6″	*1923-24*	*99,45,07*	*16,67,74*	*10,11,13*	*6,56,61*	*60·63*	*6·60*
		1924-25	1,01,75,98	17,65,03	10,53,58	7,11,50	59·69	6·99
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1923-24*	*1,03,85,83*	*15,01,98*	*10,03,00*	*4,98,98*	*66·78*	*4·80*
		1924-25	1,04,87,08	15,90,58	9,51,72	6,38,86	59·83	7·42
Jodhpur	3′ 3¾″	*1923-24†*	*5,20,85*	*1,29,78*	*90,95*	*38,83*	*70·08*	*7·46*
		1924-25	3,67,29	1,14,43	68,11	46,32	59·52	12·61
	2′ 0″	*1923-24*	*2,93*	*44*	*34*	*10*	*78·23*	*3·23*
		1924-25	2,93	50	32	18	63·79	6·19
Madras and Southern Mahratta	5′ 6″ and 3′ 3¾″	*1923-24*	*53,76,62*	*7,71,83*	*4,43,35*	*3,28,48*	*57·44*	*6·11*
		1924-25	54,51,92	8,16,29	4,42,50	3,73,79	54·21	6·86

*In the case of State-owned railways outlay on construction is included, as separate information is not available.

†Includes Bikaner State Railway.

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
CLASS I.—*concld.*								
Nizam's Guaranteed State	5′ 6″	*1923-24*	*6,20,15*	*1,03,01*	*50,56*	*52,48*	*49·07*	*8·46*
		1924-25	6,59,61	1,03,09	39,00	64,09	37·83	9·71
	3′ 3⅜″	*1923-24*	*5,10,30*	*83,63*	*42,57*	*41,06*	*50·90*	*8·05*
		1924-25	5,20,80	89,86	40,98	48,88	45·61	9·39
North Western (Commercial)	5′ 6″ and 2′ 6″	*1923-24*	*91,79,85*	*15,43,46*	*10,16,94*	*5,26,52*	*65·89*	*5·74*
		1924-25	92,28,03	17,71,52	10,58,40	7,13,12	59·75	7·73
North Western (Military)	5′ 6″ and 2′ 6″	*1923-24*	*29,23,91*	*1,71,15*	*1,89,68*	*—18,53*	*110·83*	—
		1924-25	29,88,35	1,59,87	1,95,76	—35,89	122·45	—
Total North Western	--	*1923-24*	*1,21,03,76*	*17,14,61*	*12,06,62*	*5,07,99*	*70·37*	*4·20*
		1924-25	1,22,16,38	19,31,39	12,54,16	6,77,23	64·93	5·54
Oudh and Rohilkhand	5′ 6″	*1923-24*	*31,74,33*	*3,72,24*	*2,60,14*	*1,12,10*	*69·88*	*3·53*
		1924-25	32,72,27	3,75,20	2,77,79	97,41	74·04	2·98
Rohilkund and Kumaon	3′ 3⅜″	*1923-24*	*3,43,58*	*63,81*	*34,78*	*29,03*	*54·50*	*8·45*
		1924-25	3,43,31	66,95	33,60	33,35	50·19	7·95
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1923-24*	*27,74,46*	*5,68,13*	*3,28,13*	*2,40,00*	*57·76*	*86·5*
		1924-25	28,43,16	5,53,70	3,05,63	2,48,07	55·20	8·72
Total Class I Railways	--	*1923-24*	*6,96,67,70*	*1,04,64,71*	*66,36,99*	*38,27,72*	*63·42*	*5·49*
		1924-25	7,09,78,51	1,11,09,26	67,03,92	44,05,34	60·35	6·21
CLASS II.								
Barsi Light	2′ 6″	*1923-24*	*90,70*	*18,65*	*9,12*	*9,53*	*48·90*	*10·50*
		1924-25	91,56	17,80	8,87	8,93	49·83	9·75
Bengal Dooars	3′ 3⅜″	*1923-24*	*1,46,65*	*20,53*	*10,92*	*9,61*	*53·17*	*6·56*
		1924-25	1,48,04	22,64	11,53	11,11	50·92	7·55
Bhavnagar State	3′ 3⅜″	*1923-24*	*1,32,43*	*32,96*	*18,89*	*14,07*	*57·30*	*7·70*
		1924-25	1,84,09	31,95	18,27	13,68	57·19	7·43
Bikaner State	3′ 3⅜″	*1923-24†*	..	..	..	..	..	..
		1924-25	1,78,99	37,15	23,61	13,54	63·55	7·56
Darjeeling-Himalayan	2′ 6″	*1923-24*	*1,04,65*	*21,71*	*13,01*	*8,70*	*59·93*	*8·31*
		1924-25	1,03,18	22,96	13,28	9,68	57·84	9·38

* In the case of State-owned railways outlay on construction is included, as separate information is not available.
† Included with the Jodhpur Railway.

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
CLASS II.—*concld.*								
Dibru-Sadiya	3′ 3½″	*1923-24*	*1,42,96*	*21,33*	*15,83*	*5,50*	*72·21*	*3·85*
		1924-25	1,49,10	25,70	16,39	9,31	63·75	6·31
Gaekwar's Baroda State	2′ 6″	*1923-24*	*2,40,88*	*24,27*	*17,83*	*6,44*	*73·45*	*2·67*
		1924 25	2,51,85	26,62	19,15	7,47	71·93	2·95
Gondal	3′ 3½″	*1923-24**	*1,32,20*	*26,52*	*17,17*	*9,35*	*64·74*	*7·07*
		1924-25	1,12,44	23,33	16,14	7,19	69·19	6·39
Junagad State	3′ 3½″	*1923-24*	*1,01,90*	*14,29*	*9,60*	*4,69*	*67·20*	*4·60*
		1924-25	1,06,41	14,00	7,52	6,48	53·73	6·09
Morvi	3′ 3½″ and 2′ 6″	*1923-24*	*62,63*	*16,14*	*9,27*	*6,87*	*57·46*	*10·96*
		1924-25	65,22	15,68	10,68	5,00	68·12	7·67
Mysore†	3′ 3½″	*1923-24*	*2,34,56*	*26,31*	*27,12*	*—81*	*103·09*	..
		1924-25	2,50,84	29,23	26,49	2,74	90·63	1·09
Total Class II Railways	..	*1923-24*	*14,39,56*	*2,22,71*	*1,48,76*	*73,95*	*66·80*	*5·14*
		1924-25	16,41,72	2,67,06	1,71,93	95,13	64·38	5·79
CLASS III.								
Aden	3′ 3½″	*1923-24*	*15,03*	*2,02*	*2,67*	*—65*	*132·24*	..
		1924-25	14,98	1,83	1,98	—15	108·23	..
Ahmadpur-Katwa	2′ 6″	*1923-24*	*20,12*	*1,27*	*1,10*	*17*	*86·49*	*0·85*
		1924-25	19,93	1,35	1,15	20	84·90	1·03
Arakan Light	2′ 6″	*1923-24*	*30,88*	*47*	*90*	*—43*	*191·49*	..
		1924-25	30,82	42	87	—45	209·11	..
Arrah-Sasaram	2′ 6″	*1923-24*	*23,44*	*3,48*	*2,15*	*1,33*	*61·76*	*5·66*
		1924-25	23,41	3,62	2,34	1,28	64·77	5·44
Bankura-Damoodar River	2′ 6″	*1923-24*	*36,51*	*1,99*	*1,55*	*44*	*78·08*	*1·19*
		1924-25	36,37	2,22	1,81	41	81·69	1·12
Baraset-Basirhat Light	2′ 6″	*1923-24*	*24,17*	*5,22*	*3,19*	*2,03*	*61 09*	*8·41*
		1924-25	24,24	5,82	3,19	2,63	54·81	10·84
Bengal Provincial	2′ 6″	*1923-24*	*15,16*	*1,72*	*1,28*	*44*	*74·21*	*2·84*
		1924-25	15,14	1,82	1,22	60	66·44	4·07
Bukhtiarpur-Bihar Light	2′ 6″	*1923-24*	*14,31*	*3,82*	*2,08*	*1,74*	*54·38*	*12·17*
		1924-25	14,61	3,09	1,69	1,40	54·65	9·54
Burdwan-Katwa	2′ 6″	*1923-24*	*18,31*	*2,06*	*1,26*	*80*	*61·29*	*4·35*
		1924-25	18,46	2,11	1,34	77	63·61	4·17

* Includes the Porbandar State Railway.
†Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
CLASS III.—*contd.*								
Cutch State	2′ 6″	*1923-24*	*11,00*	*1,15*	*72*	*43*	*62·59*	*3·55*
		1924-25	11,00	1,05	84	21	80·42	1·86
Dehri-Rohtas Light	2′ 6″	*1923-24*	*9,23*	*3,19*	*1,75*	*1,44*	*54·89*	*15·60*
		1924-25	10,17	3,10	1,91	1,19	61·56	11·72
Dholpur-Bari	2′ 6″	*1923-24*	*14,53*	*2,29*	*1,44*	*85*	*62·74*	*5·85*
		1924-25	14,54	2,41	1,33	1,08	55·33	7·09
Futwah-Islampur	2′ 6″	*1923-24*	*17,96*	*1,40*	*77*	*63*	*54·75*	*3·53*
		1924-25	18,53	1,73	74	99	42·96	1·74
Gwalior Light	2′ 0″	*1923-24*	*83,50*	*9,20*	*4,57*	*4,63*	*49·69*	*5·23*
		1924-25	89,82	10,36	4,76	5,60	45·92	6·29
Howrah-Amta Light	2′ 0″	*1923-24*	*27,27*	*10,13*	*5,58*	*4,55*	*55·12*	*16·68*
		1924-25	27,96	10,42	5,52	4,90	52·98	17·52
Howrah-Sheakhala Light	2′ 0″	*1923-24*	*7,88*	*2,23*	*1,20*	*1,03*	*53·88*	*13·06*
		1924-25	7,87	2,23	1,21	1,02	54·36	12·90
Jagadhri Light	2′ 0″	*1923-24*	*1,14*	*31*	*19*	*12*	*62·23*	*10·22*
		1924-25	1,14	32	20	12	61·45	10·81
Jamnagar and Dwarka	3′ 3⅜″	*1923-24*	*1,26,67*	*11,36*	*7,29*	*4,07*	*64·20*	*3·21*
		1924-25	1,29,94	10,17	7,35	2,82	72·27	2·17
Jessore-Jhenidah	2′ 6″	*1923-24*	*14,32*	*1,28*	*1,18*	*10*	*92·58*	*0·66*
		1924-25	14,29	1,06	89	17	83·96	1·18
Jorhat (Provincial)	2′ 0″	*1923-24*	*12,60*	*1,80*	*2,08*	*—28*	*115·91*	*—*
		1924-25	13,18	1,88	1,61	27	85·81	2·02
Kalighat-Falta	2′ 6″	*1923-24*	*19,78*	*3,38*	*2,19*	*1,19*	*64·83*	*6·01*
		1924-25	20,12	3,55	2,28	1,27	64·21	6·32

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 (In thousands of rupees)—concld.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
CLASS III.—*concld.*								
Kolar District*	2′ 6″	*1923-24*	*40,31*	*4,25*	*3,60*	*65*	*84·70*	*1·61*
		1924-25	39,69	4,39	3,57	82	81·32	2·03
Kulasekarapatnam Light	2′ 0″	*1923-24*	*7,59*	*63*	*85*	*—22*	*134·55*	..
		1924-25	7,58	71	73	—2	103·75	..
Porbandar State	3′ 3⅜″	*1923-24*†	..	..	..	..	..	..
		1924-25	23,16	3,65	2,82	83	77·26	3·57
Shahdara (Delhi)-Saharanpur Light	2′ 6″	*1923-24*	*47,06*	*10,28*	*4,35*	*5,93*	*42·28*	*12·60*
		1924-25	47,62	11,64	4,84	6,80	41·60	14·27
Tarikere-Narasimharajapura Light	2′ 0″	*1923-24*	*10,47*	*39*	*33*	*6*	*84·62*	*0·59*
		1924-25	10,77	49	47	2	95·92	0·24
Tezpore-Balipara Light	2′ 0″	*1923-24*	*4,87*	*2,04*	*1,42*	*62*	*69·38*	*12·83*
		1924-25	4,87	1,99	1,39	60	69·97	12·26
Trivellore Light	2′ 0″	*1923-24*	*93*	*13*	*11*	*2*	*83·89*	*2 30*
		1924-25	1,08	11	13	—2	119·90	..
Udaipur-Chitorgarh	3′ 3⅜″	*1923-24*	*25,72*	*4,75*	*3,22*	*1,53*	*67·75*	*5·96*
		1924-25	25,76	5,34	2,65	2,69	49·65	10·43
Total Class III Railways	..	*1923-24*	*6,85,76*	*92,24*	*59,02*	*33,22*	*63·99*	*4·84*
		1924-25	7,17,15	98,88	60,83	38,05	61·51	5·31
GRAND TOTAL	..	*1923-24*	*7,17,93,02*	*1,07,29,66*	*68,44,77*	*39,34,89*	*63·50*	*5·48*
		1924-25	7,33,37,38	1,14,75,10	69,36,68	45,38,52	60·45	6·19

* Includes the Bangalore-Chik Ballapur Light Railway.
† Included with the Gondal Railway.

6.—*Details of Gross Earnings of each Railway System for the years 1923-24 and 1924-25* (*In thousands of rupees*).

Railway System.	Gauge.	Year.	Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Total goods earnings.	Electric telegraph earnings.	Steam boat earnings.	Sundry earnings.	Total gross earnings.
1	2	3	4	5	6	7	8	9	10	11
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.										
Assam Bengal ..	3′ 3⅜″	*1923-24*	*61,17*	*7,93*	*69,10*	*69,73*	*27*	*50*	*5,15*	*1,44,84*
		1924-25	67,50	8,75	76,25	78,87	29	70	5,45	1,61,56
Bengal and North-Western ..	3′ 3⅜″	*1923-24*	*1,54,79*	*13,62*	**1,59,85*	**1,38,57*	*65*	*12,71*	*4,17*	*3,15,95*
		1924-25	1,59,79	13,87	*1,65,58	*1,49,82	68	14,06	5,35	3,35,49
Bengal-Nagpur ..	5′ 6″	*1923-24*	*1,95,62*	*35,86*	*2,31,48*	*4,80,13*	*48*	*1,61*	*14,61*	*7,28,31*
		1924-25	2,00,22	36,90	2,37,12	5,20,43	51	2,77	17,33	7,78,36
	2′ 6″	*1923-24*	*24,91*	*2,35*	*27,26*	*26,46*	*10*	..	*56*	*54,38*
		1924-25	26,04	2,54	28,58	27,48	11	..	—52	55,65
Bombay, Baroda and Central India	5′ 6″	*1923-24*	*2,31,96*	*55,57*	*2,87,53*	*4,23,56*	*81*	..	*12,24*	*7,24,14*
		1924-25	2,32,16	52,44	2,84,60	4,17,21	77	..	14,83	7,17,41
	3′ 3⅜″	*1923-24*	*2,23,68*	*24,89*	*2,48,57*	*2,81,30*	*85*	..	*8,99*	*5,39,71*
		1924-25	2,30,86	26,43	2,57,29	3,23,04	87	..	10,54	5,91,74
	2′ 6″	*1923-24*	*5,66*	*39*	*6,05*	*4,86*	*7*	..	*8*	*11,06*
		1924-25	6,05	47	6,52	4,75	7	..	2	11,36
Burma	3′ 3⅜″	*1923-24*	*1,51,28*	*12,85*	*1,64,13*	*2,37,67*	*59*	*1,58*	*10,25*	*4,14,22*
		1924-25	1,54,66	13,82	1,68,48	2,51,11	59	1,66	8,16	4,30,00
	2′ 6″	*1923-24*	*68*	*14*	*82*	..	..	..	..	*82*
		1924-25	67	11	78	..	..	..	1	79
Eastern Bengal ..	5′ 6″	*1923-24*	*1,23,92*	*21,94*	*1,45,86*	*1,82,81*	*28*	..	*14,87*	*3,43,82*
		1924-25	1,32,00	27,82	1,59,82	2,10,51	32	..	12,46	3,83,11
	3′ 3⅜″ and 2′ 6″	*1923-24*	*88,26*	*17,03*	*1,05,29*	*94,35*	*28*	*2,93*	*7,38*	*2,10,23*
		1924-25	97,59	17,77	1,15,36	1,11,48	34	4,40	5,34	2,36,92
East Indian	5′ 6″	*1923-24*	*4,85,21*	*84,23*	*5,69,44*	*10,69,57*	*1,16*	*74*	*26,83*	*16,67,74*
		1924-25	4,84,70	87,22	5,71,92	11,64,88	1,19	76	26,33	17,65,08
Great Indian Peninsula ..	5′ 6″	*1923-24*	*4,47,03*	*1,01,03*	*5,48,06*	*9,12,45*	*1,49*	..	*22,42*	*14,84,42*
		1924-25	4,52,84	1,02,83	5,55,67	9,81,94	1,57	..	30,10	15,69,28
	2′ 6″	*1923-24*	*9,35*	*71*	*10,06*	*7,42*	*1*	..	*7*	*17,56*
		1924-25	11,00	81	11,81	9,36	1	..	12	21,30
Jodhpur	3′ 3⅜″	*1923-24†*	*53,59*	*6,76*	*60,35*	*65,58*	*20*	..	*3,65*	*1,29,78*
		1924-25	39,01	5,71	44,72	67,00	11	..	2,60	1,14,43
	2′ 6″	*1923-24*	*30*	*2*	*32*	*12*	..	..	..	*44*
		1924-25	33	2	35	15	..	..	..	50
Madras and Southern Mahratta	5′ 6″	*1923-24*	*1,48,18*	*30,12*	*1,78,30*	*2,46,03*	*22*	..	*10,62*	*4,35,17*
		1924-25	1,46,58	29,91	1,76,49	2,82,32	22	..	6,59	4,65,62
	3′ 3⅜″	*1923-24*	*1,15,56*	*20,37*	*1,35,93*	*1,89,56*	*45*	*5,30*	*5,42*	*3,36,66*
		1924-25	1,18,87	20,00	1,38,87	2,01,97	45	5,73	3,65	3,50,67
Nizam's Guaranteed State	5′ 6″	*1923-24*	*23,88*	*4,59*	*28,77*	*67,59*	*50*	..	*5,88*	*1,03,04*
		1924-25	25,35	5,28	30,63	68,04	50	..	3,92	1,03,09
	3′ 3⅜″	*1923-24*	*29,51*	*4,23*	*33,74*	*47,64*	*31*	..	*1,94*	*83,63*
		1924-25	32,34	4,20	36,54	50,78	32	..	2,22	89,86

* Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge) link earnings, which, as to details, are included with the Bengal and North-Western railway, and as to totals with the sundry earnings of the Oudh and Rohilkhand railway.

† Includes the Bikaner State Railway.

6.—*Details of Gross Earnings of each Railway System for the years 1923-24 and 1924-25 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Total goods earnings.	Electric telegraph earnings.	Steam boat earnings	Sundry earnings.	Total gross earnings.
1	2	3	4	5	6	7	8	9	10	11
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*concld.*										
North Western (Commercial).	5′ 6″	*1923-24*	*5,37,10*	*74,29*	*6,11,39*	*8,47,07*	*1,65*	..	*40,09*	*15,00,20*
		1924-25	5,57,14	78,01	6,35,15	10,57,16	1,88	..	38,27	17,32,46
	2′ 6″	*1923-24*	*19,04*	*5,40*	*24,44*	*15,44*	*14*	*2,81*	*43*	*43,26*
		1924-25	17,11	4,61	21,72	14,41	7	2,59	27	39,06
North Western (Military).	5′ 6″	*1923-24*	*61,87*	*13,11*	*74,98*	*90,20*	*27*	..	*1,56*	*1,67,01*
		1924-25	59,67	12,15	71,82	79,95	30	..	1,20	1,53,27
	2′ 6″	*1923-24*	*1,88*	*36*	*2,24*	*1,75*	..	..	*15*	*4,14*
		1924-25	2,64	59	3,23	3,32	1	..	4	6,60
North Western (Total) ..	..	*1923-24*	*6,19,89*	*93,16*	*7,13,05*	*9,54,46*	*2,06*	*2,81*	*42,23*	*17,14,61*
		1924-25	6,36,56	95,36	7,31,92	11,54,84	2,26	2,59	39,78	19,31,39
Oudh and Rohilkhand ..	5′ 6″	*1923-24*	*1,60,94*	*21,66*	*1,82,60*	*1,55,70*	*70*	..	*33,24*	*3,72,24*
		1924-25	1,58,44	22,38	1,80,82	1,68,30	66	..	25,42	3,75,20
Rohilkund and Kumaon ..	3′ 3⅜″	*1923-24*	*27,32*	*3,20*	*30,52*	*28,54*	*7*	..	*4,68*	*63,81*
		1924-25	26,61	3,26	29,87	32,84	8	..	4,16	66,95
South Indian	5′ 6″	*1923-24*	*56,33*	*8,79*	*65,62*	*74,08*	*9*	..	*11,70*	*1,51,49*
		1924-25	53,30	8,61	61,91	77,06	11	..	13,86	1,52,94
	3′ 3⅜″	*1923-24*	*2,09,91*	*17,33*	*2,27,24*	*1,69,62*	*48*	*5,84*	*10,00*	*4,13,18*
		1924-25	2,01,99	17,67	2,19,66	1,66,49	50	6,84	3,96	3,97,45
	2′ 6″	*1923-24*	*2,15*	*12*	*2,27*	*1,18*	..	..	*1*	*3,46*
		1924-25	1,84	15	1,99	1,31	..	..	1	3,31
TOTAL CLASS I RAILWAYS ..	..	*1923-24*	*36,51,58*	*5,89,19*	*42,32,21*	*59,29,28*	*12,12*	*34,11*	*2,56,99*	*1,04,64,71*
		1924-25	36,97,30	6,04,33	42,93,55	65,21,93	12,58	39,51	2,41,69	1,11,09,26
CLASS II.										
Barsi Light	2′ 6″	*1923-24*	*8,89*	*43*	*9,32*	*8,85*	*9*	..	*39*	*18,65*
		1924-25	9,36	39	9,75	7,54	9	..	42	17,80
Bengal Dooars	3′ 3⅜″	*1923-24*	*4,10*	*81*	*4,91*	*15,11*	*3*	*22*	*26*	*20,53*
		1924-25	4,38	79	5,17	16,92	4	21	30	22,64
Bhavnagar State ..	3′ 3⅜″	*1923-24*	*17,52*	*1,84*	*19,36*	*12,10*	*36*	..	*1,14*	*32,96*
		1924-25	17,60	1,83	19,43	11,39	37	..	76	31,95
Bikaner State	3′ 3⅜″	*1923-24**	..	..	..	..	..	..	..	..
		1924-25	17,59	1,22	18,81	17,49	15	..	70	37,15
Darjeeling-Himalayan ..	2′ 0″	*1923-24*	*7,36*	*2,38*	*9,74*	*11,79*	*4*	..	*14*	*21,71*
		1924-25	7,51	2,33	9,84	12,93	5	..	14	22,96
Dibru-Sadiya	3′ 3⅜″	*1923-24*	*3,11*	*74*	*3,85*	*17,17*	*5*	..	*26*	*21,33*
		1924-25	3,70	80	4,10	20,86	4	..	30	25,70
Gaekwar's Baroda State ..	2′ 6″	*1923-24*	*13,21*	*1,02*	*14,23*	*9,56*	*16*	..	*32*	*24,27*
		1924-25	15,45	94	16,39	9,33	15	..	75	26,62
Gondal	3′ 3⅜″	*1923-24†*	*14,68*	*1,3.*	*16,06*	*9,27*	*9*	..	*1,10*	*26,52*
		1924-25	12,75	1,49	14,24	7,64	8	..	1,37	23,33
Junagad State	3′ 3⅜″	*1923-24*	*7,72*	*83*	*8,55*	*5,50*	*5*	..	*19*	*14,29*
		1924-25	7,63	75	8,38	5,36	4	..	22	14,00

* Included with the Jodhpur Railway.
† Includes the Porbandar State Railway.

6.—Details of Gross earnings of each Railway System for the years 1923-24 and 1924-25 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Total goods earnings.	Electric telegraph earnings.	Steam boat earnings.	Sundry earnings.	Total gross earnings.
1	2	3	4	5	6	7	8	9	10	11
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS II—*contd.*										
Morvi	3′ 3⅜″ and 2′ 6″	*1923-24*	*9,00*	*1,25*	*10,25*	*5,62*	*9*	..	*18*	*16,14*
		1924-25	8,65	1,41	10,06	5,29	8	..	25	15,68
Mysore*	3′ 3⅜″	*1923-24*	*14,60*	*1,72*	*16,32*	*9,40*	*3*	..	*56*	*26,31*
		1924-25	16,21	1,56	17,77	10,85	2	..	59	29,23
Total Class II Railways	..	*1923-24*	*1,00,19*	*12,40*	*1,12,59*	*1,04,37*	*99*	*22*	*4,54*	*2,22,71*
		1924-25	1,20,83	13,51	1,34,34	1,25,60	1,11	21	5,80	2,67,06
CLASS III.										
Aden	3′ 3⅜″	*1923-24*	*82*	*18*	*1,00*	*99*	..	..	*3*	*2,02*
		1924-25	66	8	74	1,06	..	..	3	1,83
Ahmadpur-Katwa	2′ 6″	*1923-24*	*1,10*	*2*	*1,12*	*13*	..	..	*2*	*1,27*
		1924-25	1,13	3	1,16	15	..	..	4	1,35
Arakan Light	2′ 6″	*1923-24*	*37*	*4*	*41*	*5*	..	..	*1*	*47*
		1924-25	30	4	34	7	..	..	1	42
Arrah-Sasaram	2′ 6″	*1923-24*	*2,67*	*5*	*2,72*	*71*	..	..	*5*	*3,48*
		1924-25	2,64	7	2,71	90	..	..	1	3,62
Bankura-Damoodar River	2′ 6″	*1923-24*	*1,38*	*7*	*1,45*	*47*	*1*	..	*6*	*1,99*
		1924-25	1,35	8	1,43	73	1	..	5	2,22
Baraset-Basirhat Light	2′ 6″	*1923-24*	*3,95*	*40*	*4,35*	*84*	..	..	*3*	*5,22*
		1924-25	4,26	62	4,83	92	..	..	2	5,82
Bengal Provincial	2′ 6″	*1923-24*	*1,05*	*7*	*1,12*	*43*	*1*	..	*16*	*1,72*
		1924-25	1,15	6	1,21	56	1	..	4	1,82
Bukhtiarpur-Bihar Light	2′ 6″	*1923-24*	*2,75*	*10*	*2,85*	*94*	..	..	*3*	*3,82*
		1924-25	1,78	9	1,87	1,19	..	..	3	3,09
Burdwan-Katwa	2′ 6″	*1923-24*	*1,65*	*9*	*1,74*	*26*	*1*	..	*5*	*2,06*
		1924-25	1,63	10	1,73	33	..	..	5	2,11
Cutch State	2′ 6″	*1923-24*	*45*	*10*	*55*	*59*	..	..	*1*	*1,15*
		1924-25	50	8	58	46	..	..	1	1,05
Dehri-Rohtas Light	2′ 6″	*1923-24*	*28*	*1*	*29*	*2,86*	..	..	*4*	*3,19*
		1924-25	30	1	31	2,73	..	..	6	3,10
Dholpur-Bari	2′ 6″	*1923-24*	*70*	*4*	*74*	*1,52*	*1*	..	*2*	*2,29*
		1924-25	83	3	86	1,52	1	..	2	2,41
Futwah-Islampur	2′ 6″	*1923-24*	*1,09*	*2*	*1,11*	*29*	..	..	..	*1,40*
		1924-25	1,19	2	1,21	51	..	..	1	1,73
Gwalior Light	2′ 0″	*1923-24*	*4,10*	*36*	*4,46*	*4,50*	*9*	..	*15*	*9,20*
		1924-25	4,27	32	4,59	5,53	12	..	12	10,36

* Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.

6—Details of Gross Earnings of each Railway System for the years 1923-24 and 1924-25 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Total goods earnings.	Electric telegraph earnings.	Steam boat earnings.	Sundry earnings.	Total gross earnings.
1	2	3	4	5	6	7	8	9	10	11
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III—*contd.*										
Howrah-Amta Light	2′ 0″	*1923-24*	*8,46*	*40*	*8,86*	*1,20*	..	..	*7*	*10,13*
		1924-25	8,68	43	9,11	1,22	1	..	8	10,42
Howrah-Sheakhala Light	2′ 0″	*1923-24*	*1,79*	*7*	*1,86*	*35*	..	..	*1*	*2,23*
		1924-25	1,65	23	1,88	33	..	..	2	2,23
Jagadhri Light	2′ 0″	*1923-24*	*16*	..	*16*	*13*	..	..	*2*	*31*
		1924-25	13	..	13	17	..	..	2	32
Jamnagar and Dwarka	3′ 3⅜″	*1923-24*	*7,39*	*60*	*7,99*	*3,06*	*6*	..	*34*	*11 36*
		1924-25	6,67	69	7,36	2,47	6	..	28	10,17
Jessore-Jhenidah	2′ 6″	*1923-24*	*84*	*7*	*91*	*36*	..	..	*1*	*1,28*
		1924-25	72	6	78	28	..	..	..	1,06
Jorhat (Provincial)	2′ 0″	*1923-24*	*56*	*10*	*66*	*1,10*	*1*	..	*3*	*1,80*
		1924-25	59	12	71	1,12	1	..	4	1,88
Kalighat-Falta	2′ 6″	*1923-24*	*2,68*	*5*	*2,73*	*58*	..	..	*7*	*3,38*
		1924-25	2,79	5	2,84	65	..	..	6	3,55
Kolar District*	2′ 6″	*1923-24*	*3,02*	*15*	*3,17*	*1,06*	*1*	..	*1*	*4,25*
		1924-25	3,01	16	3,17	1,17	1	..	4	4,39
Kulasekarapatnam Light	2′ 0″	*1923-24*	*33*	..	*33*	*30*	..	..	..	*63*
		1924-25	31	..	31	40	..	..	..	71
Porbandar State	3′ 3⅜″	*1923-24*†	..	..	...	...	..	..	..	..
		1924-25	1,44	16	1,60	2,01	..	..	4	3,65
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1923-24*	*5,57*	*14*	*5,71*	*4,49*	..	..	*8*	*10,23*
		1924-25	5,85	16	6,01	5,53	..	..	10	11,64
Tarikere Narasimharajapura Light.	2′ 0″	*1923-24*	*21*	*3*	*24*	*14*	..	..	*1*	*39*
		1924-25	21	..	21	28	..	..	..	49
Tezpore-Balipara Light	2′ 6″	*1923-24*	*64*	*9*	*73*	*1,21*	*2*	..	*8*	*2,94*
		1924-25	61	9	70	1,20	2	..	7	1,99
Trivellore Light	2′ 0″	*1923-24*	*9*	..	*9*	*2*	..	..	*2*	*13*
		1924-25	9	..	9	2	..	..	..	11
Udaipur-Chitorgarh	3′ 3⅜″	*1923-24*	*2,93*	*27*	*3,20*	*1,45*	*2*	..	*8*	*4,75*
		1924-25	3,23	36	3,59	1,55	2	..	18	5,34
Total Class III Railways	..	*1923-24*	*56,94*	*3,52*	*60,46*	*30,04*	*25*	..	*1,49*	*92,24*
		1924-25	57,97	4,14	62,11	35,06	28	..	1,43	98,88
GRAND TOTAL	..	*1923-24*	*38,08,71*	*6,05,11*	*44,05,26*	*60,63,69*	*13,36*	*34,33*	*2,63,02*	*1,07,79,66*
		1924-25	38,76 10	6,21,98	44,90,00	66,82,64	13,92	39,72	2,48,92	1,14,75,20

* Includes the Bangalore-Chick Ballapur Light Railway.
† Included with the Gondal Railway.

7.—*Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and wagon stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9
CLASS I.								
Assam-Bengal	3′ 3⅜″	*1923-24*	*24,32*	*16·79*	*25,37*	*17·52*	*6,46*	*4·46*
		1924-25	24,95	15·44	24,12	14·93	6,98	4·32
Bengal and North-Western	3′ 3⅜″	*1923-24*	*30,18*	*9·55*	*45,33*	*14·35*	*15,93*	*5·04*
		1924-25	39,90	11·89	42,89	12·78	19,79	5·90
Bengal-Nagpur	5′ 6″	*1923-24*	*82,13*	*11·28*	*1,36,95*	*18·80*	*80,69*	*11·08*
		1924-25	98,00	12·60	1,45,42	18·69	77,76	9·99
	2′ 6″	*1923-24*	*13,14*	*24·16*	*15,27*	*28·08*	*4,28*	*7·87*
		1924-25	13,86	24·90	14,89	26·75	4,53	8·14
Bombay, Baroda and Central India	5′ 6″	*1923-24*	*66,33*	*9·16*	*1,31,26*	*25·03*	*53,98*	*8·14*
		1924-25	81,23	11·32	1,58,91	22·15	48,64	6·78
	3′ 3⅜″	*1923-24*	*63,26*	*11·72*	*1,26,42*	*23·43*	*22,15*	*4·10*
		1924-25	61,56	10·93	1,32,89	22·46	31,24	5·28
	2′ 6″	*1923-24*	*1,75*	*15·82*	*2,23*	*20·16*	*84*	*7·60*
		1924-25	1,53	13·47	1,93	17·43	41	3·61
Burma	3′ 3⅜″	*1923-24*	*60,98*	*14·72*	*88,40*	*21·34*	*30,96*	*7·47*
		1924-25	62,41	14·52	83,00	19·30	33,96	7·90
	2′ 6″	*1923-24*	*15*	*18·16*	*37*	*45·85*	*4*	*4·61*
		1924-25	17	21·83	44	55·25	13	15·97
Eastern Bengal	5′ 6″	*1923-24*	*65,55*	*19·06*	*65,50*	*19·05*	*30,38*	*8·84*
		1924-25	66,91	17·46	70,12	18·30	31,23	8·15
	3′ 3⅜″ and 2′ 6″	*1923-24*	*34,05*	*16·20*	*40,02*	*19·03*	*15,69*	*7·46*
		1924-25	45,76	19·31	49,15	20·75	22,43	9·46
East Indian	5′ 6″	*1923-24*	*1,69,36*	*10·15*	*2,76,01*	*16·55*	*2,13,12*	*12·78*
		1924-25	1,92,19	10·89	2,82,11	15·98	2,28,91	12·97
Great Indian Peninsula	5′ 6″	*1923-24*	*1,63,42*	*11·01*	*4,13,57*	*27·86*	*1,20,87*	*8·14*
		1924-25	1,95,84	12·48	4,00,03	25·49	1,07,83	6·87
	2′ 6″	*1923-24*	..	..	..	..	..	..
		1924-25	..	..	..	..	..	..
Jodhpur	3′ 3⅜″	*1923-24**	*31,89*	*24·57*	*29,68*	*22·87*	*6,39*	*4·93*
		1924-25	12,59	11·00	28,92	25·27	7,08	6·19
	2′ 0″	*1923-24*	*14*	*31·54*	*12*	*27·49*	*2*	*5·05*
		1924-25	12	23·05	13	25·86	1	2·57
Madras and Southern Mahratta	5′ 6″	*1923-24*	*41,71*	*9·59*	*1,01,31*	*23·28*	*35,18*	*8·09*
		1924-25	59,29	12·73	97,18	20·87	38,92	8·36
	3′ 3⅜″	*1923-24*	*51,93*	*15·43*	*78,00*	*23·17*	*15,61*	*4·63*
		1924-25	44,45	12·68	71,43	20·37	22,24	6·34
Nizam's Guaranteed State	5′ 6″	*1923-24*	*6,39*	*6·19*	*13,07*	*12·69*	*6,05*	*5·87*
		1924-25	22,31	21·64	14,18	13·75	10,52	10·49
	3′ 3⅜″	*1923-24*	*2,54*	*11·39*	*15,06*	*18·02*	*3,10*	*3·70*
		1924-25	7,67	8·55	13,24	14·73	3,64	4·04
North Western (Commercial)	5′ 6″	*1923-24*	*2,30,52*	*15·37*	*3,33,20*	*25·54*	*1,02,38*	*8·62*
		1924-25	1,99,39	11·51	3,91,72	22·61	1,69,40	9·78
	2′ 6″	*1923-24*	*7,25*	*16·76*	*13,49*	*31·18*	*3,73*	*8·62*
		1924-25	7,94	20·33	12,55	32·13	3,09	7·91

System for the years 1923-24 and 1924-25 (In thousands of rupees).

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
10	11	12	13	14	15	16	17	18	19	20
98	*0·68*	*20,90*	*14·43*	*10,59*	*7·31*	*9,49*	*6·55*	*98,11*	*67·74*	
5,61	3·47	19,95	12·35	10,28	6·36	5,65	3·50	97,54	60·37	
7,18	*2·27*	*25,07*	*7·94*	*11,63*	*3·68*	*6,40*	*2·03*	*1,41,72*	*44·86*	
7,06	2·11	25,23	7·52	11,57	3·45	5,78	·1·72	1,52,22	45·37	
6,87	*0·94*	*71,62*	*9·84*	*36,99*	*5·08*	*52,45*	*7·20*	*4,67,70*	*64·22*	
6,31	0·81	94,68	12·17	37,95	4·88	31,41	4·03	4,91,53	63·17	
..	..	*5,83*	*10·72*	*4,62*	*8·50*	*1,06*	*1·95*	*44,20*	*81·28*	
..	..	6,20	11·14	4,21	7·56	78	1·40	44,47	79·89	
..	..	*72,39*	*10·00*	*30,25*	*4·18*	*33,19*	*4·58*	*4,42,40*	*61·09*	
..	..	81,08	11·30	28,87	4·02	21,59	3·01	4,20,32	58·58	
..	..	*53,90*	*9·99*	*25,21*	*4·67*	*17,74*	*3·26*	*3,08,68*	*57·19*	
..	..	58,73	9·92	26,07	4·41	18,30	3·09	3,31,89	56·09	
..	..	*1,26*	*11·39*	*49*	*4·43*	*14*	*1·27*	*6,71*	*60·67*	
..	..	1,02	8·98	41	3·61	10	0·88	5,45	47·98	
3,60	*0·87*	*34,02*	*8·22*	*20,94*	*5·06*	*13,83*	*3·33*	*2,52,72*	*61·01*	
3,16	0·73	36,30	8·44	20,59	4·79	13,89	3·23	2,53,31	58·91	
..	..	*12*	*14·35*	..	*0·69*	..	*0·04*	*68*	*83·60*	
..	..	15	18·94	4	5·25	7	9·45	1,00	126·69	
..	..	*58,74*	*17·08*	*25,41*	*7·39*	*15,14*	*4·39*	*2,60,72*	*75·81*	
..	..	59,30	15·48	19,82	5·17	17,24	4·50	2,64,62	69·06	
6,15	*2·92*	*26,36*	*12·54*	*12,04*	*5·73*	*7,47*	*3·55*	*1,41,78*	*67·43*	
9,39	3·96	28,48	12·02	11,21	4·73	7,76	3·28	1,74,18	73·51	
76	*0·05*	*1,75,24*	*10·51*	*63,81*	*3·83*	*1,12,83*	*6·76*	*10,11,13*	*60·63*	
1,20	0·07	2,32,07	13·15	63,64	3·60	53,46	3·03	10,53,58	59·69	
..	..	*1,38,49*	*9·33*	*64,92*	*4·37*	*93,82*	*6·32*	*9,95,09*	*67·03*	
..	..	1,63,94	10·45	58,09	3·70	16,40	1·05	9,42,13	60·04	
..	..	..	..	..	..	..	..	*7,91*	*45·05*	
..	..	..	..	..	..	..	..	9,59	45·05	
..	..	*10,77*	*8·30*	*6,86*	*5·28*	*5,36*	*4·13*	*90,95*	*70·08*	* Includes the Bikaner State Railway.
..	..	8,72	7·62	5,23	4·57	5,57	4·87	68,11	59·52	
..	..	*5*	*12·08*	*1*	*1·33*	..	*0·74*	*34*	*78·23*	
..	..	5	10·53	1	1·13	..	0·62	32	63·79	
..	..	*30,12*	*6·92*	*18,50*	*4·25*	*15,08*	*3·46*	*2,41,90*	*55·59*	
..	..	29,69	6·38	19,52	4·19	8,13	1·75	2,52,73	54·28	
3,44	*1·02*	*26,18*	*7·78*	*16,05*	*4·77*	*10,24*	*3·04*	*2,01,45*	*59·84*	
3,78	1·08	26,88	7·66	16,02	4·57	4,97	1·42	1,89,77	54·12	
..	..	*7,54*	*7·31*	*6,26*	*6·08*	*11,25*	*10·93*	*50,56*	*49·07*	
..	..	8,02	7·79	6,12	5·93	—22,45	—21·77	39,00	37·83	
..	..	*7,16*	*8·57*	*7,24*	*8·66*	*47*	*0·56*	*42,57*	*50·90*	
..	..	8,21	9·13	6,61	7·35	1,61	1·81	40,98	45·61	
..	..	*1,61,62*	*10·77*	*64,56*	*4·30*	*39,37*	*2·63*	*9,81,65*	*65·43*	
..	..	1,54,46	8·92	60,83	3·51	49,77	2·87	10,25,57	59·20	
1,36	*3·14*	*6,73*	*15·56*	*2,12*	*4·90*	*61*	*1·41*	*35,29*	*81·57*	
96	2·46	5,96	15·26	1,77	4·53	56	1·43	32,83	84·05	

7.—*Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of structural works.*		*Maintenance and Supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9
CLASS I—*concld.*								
North Western (Military)	5′ 6″	*1923-24*	*43,79*	*26·22*	*80,32*	*48·09*	*13,31*	*7·97*
		1924-25	62,22	40·59	71,30	46·52	12,86	8·39
	2′ 6″	*1923-24*	*2,46*	*59·42*	*4,33*	*104·59*	*1,10*	*26·57*
		1924-25	6,01	91·06	3,58	54·24	94	14·24
Total North Western	..	*1923-24*	*2,84,02*	*16·57*	*4,81,34*	*28·07*	*1,20,52*	*7·03*
		1924-25	2,75,56	14·26	4,79,15	24·81	1,86,29	9·65
Oudh and Rohilkhand	5′ 6″	*1923-24*	*72,77*	*19·55*	*74,41*	*19·99*	*29,98*	*8·05*
		1924-25	59,68	15·91	82,26	21·92	48,92	13·04
Rohilkund and Kumaon	3′ 3⅜″	*1923-24*	*9,21*	*14·46*	*10,85*	*17·00*	*3,60*	*5·65*
		1924-25	9,29	13·88	9,68	14·46	3,73	5·57
South Indian	5′ 6″	*1923-24*	*	*	*	*	*	*
		1924-25	*	*	*	*	*	*
	3′ 3⅜″	*1923-24*	*†70,17*	*†12·36*	*†1,23,10*	*†21·67*	*†32,73*	*†5·76*
		1924-25	†58,49	†10·56	†1,29,83	†23·45	†33,50	†6·05
	2′ 6″	*1923-24*	*	*	*	*	*	*
		1924-25	*	*	*	*	*	*
TOTAL CLASS I RAILWAYS	..	*1923-24*	*13,52,39*	*12·92*	*23,43,64*	*22·39*	*8,53,56*	*8·16*
		1924-25	14,36,86	12·93	23,31,95	20·99	9,68,99	8·72
CLASS II.								
Barsi Light	2′ 6″	*1923-24*	*89*	*4·75*	*3,32*	*17·82*	*58*	*3·09*
		1924-25	96	5·40	2,95	16·57	60	3·36
Bengal Dooars	3′ 3⅜″	*1923-24*	*4,05*	*19·72*	*1,99*	*9·69*	*59*	*2·88*
		1924-25	3,73	16·47	2,52	11·13	87	3·84
Bhavnagar State	3′ 3⅜″	*1923-24*	*3,17*	*9·60*	*7,82*	*23·73*	*1,25*	*3·79*
		1924-25	3,50	10·94	6,33	19·82	1,47	4·61
Bikaner State	3′ 3⅜″	*1923-24‡*	..	..	..	..	..	..
		1924-25	4,89	13·17	11,67	31·41	1,51	4·07
Darjeeling-Himalayan	2′ 0″	*1923-24*	*1,39*	*8·54*	*3,65*	*22·44*	*1,10*	*6·75*
		1924-25	1,48	8·78	3,30	19·60	1,08	6·42
Dibru-Sadiya	3′ 3⅜″	*1923-24*	*2,57*	*12·05*	*5,86*	*27·45*	*3,97*	*18 60*
		1924-25	3,25	12·62	7,06	27·43	2,07	8·08
Gaekwar's Baroda State	2′ 6″	*1923-24*	*4,54*	*18·69*	*6,66*	*27·44*	*1,87*	*7·71*
		1924-25	4,57	17·15	7,10	26·67	2,10	7·88
Gondal	3′ 3⅜″	*1923-24*	*2,71*	*10·22*	*8,06*	*30·38*	*1,58*	*5·94*
		1924-25	2,49	10·69	7,03	30·16	2,06	8·83
Junagad State	3′ 3⅜″	*1923-24*	*3,85*	*26·98*	*2,52*	*17·62*	*60*	*4·17*
		1924-25	1,99	14·20	2,32	16·58	44	3·16
Morv	3′ 3⅜″ and 2′ 6″	*1923-24*	*3,50*	*21·67*	*2,70*	*16·75*	*69*	*4·28*
		1924-25	2,47	15·73	3,21	21·11	57	3·65
Mysore ¶	3′ 3⅜″	*1923-24*	*10,36*	*39·39*	*7,62*	*28·96*	*1,84*	*6·99*
		1924-25	7,47	25·56	8,88	30·38	2,42	8·28
TOTAL CLASS II RAILWAYS	..	*1923-24*	*37,03*	*16·63*	*59,20*	*22·54*	*14,07*	*6·32*
		1924-25	36,80	13·78	61,47	23·30	15,19	5·69

System for the years 1923-24 and 1924-25 (in thousands of rupees)—contd.

Maintenance and working of Ferry steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
10	11	12	13	14	15	16	17	18	19	20
..	..	*24,81*	*14·86*	*10,69*	*6·40*	*7,88*	*4·72*	*1,80,80*	*108·26*	
..	..	20,46	13·55	9,50	6·20	7,24	4·72	1,83,58	119·77	
..	..	*61*	*14·73*	*28*	*6·76*	*10*	*2·42*	*8,88*	*214·49*	
..	..	1,04	15·76	46	6·97	15	2·27	12,18	184·54	
1,36	*0·08*	*1,93,77*	*11·30*	*77,65*	*4·53*	*47,96*	*2·79*	*12,06,62*	*70·37*	
96	0·05	1,81,92	9·42	72,56	3·76	57,72	2·99	12,54,16	64·94	
..	..	*47,54*	*12·77*	*19,71*	*5·30*	*15,73*	*4·22*	*2,60,14*	*69·88*	
..	..	54,14	14·43	19,84	5·29	12,95	3·45	2,77,79	74·04	
..	..	*5,61*	*8·79*	*3,96*	*6·20*	*1,55*	*2·43*	*34,78*	*54·50*	
..	..	5,46	8·15	3,84	5·74	1,60	2·39	33,60	50·19	
*	*	*	*	*	*	*	*	*92,23*	*60·88*	* Included with the 3′ 3⅜″ gauge.
*	*	*	*	*	*	*	*	80,79	52·82	
†*3,43*	†*0·60*	†*42,05*	†*7·40*	†*30,11*	†*5·30*	†*26,54*	†*4·67*	*2,31,82*	*56·10*	†Includes the 5′ 6″ and 2′ 6″ gauges.
†4,39	†0·79	†45,14	†8·15	†22,39	†4·05	†11,80	†2·15	2,21,20	55·65	
*	*	*	*	*	*	*	*	*4,08*	*117·92*	
*	*	*	*	*	*	*	*	3,64	110·39	
33,77	*0·32*	*10,54,73*	*10·08*	*4,93,25*	*4·71*	*4,97,74*	*4·76*	*66,36,99*	*63·42*	
41,86	0·38	11,75,36	10·58	4,64,89	4·18	2,74,42	2·47	67,03,92	60·35	
..	..	*1,52*	*8·16*	*2,15*	*11·54*	*66*	*3·54*	*9,12*	*48·90*	
..	..	1,00	9·00	2,05	11·51	71	3·99	8,87	49·83	
18	*0·80*	*1,71*	*8·31*	*1,91*	*9·30*	*49*	*2·37*	*10,92*	*53·17*	
16	0·71	1,90	8·39	1,75	7·73	60	2·65	11,53	50·92	
..	..	*3,26*	*9·89*	*2,23*	*7·08*	*1,06*	*3·21*	*18,89*	*57·30*	
..	..	3,28	10·27	2,57	8·03	1,12	3·52	18,27	57·19	
..	..	..	..	..	..	..	..	..	..	‡Included with the Jodhpur Railway.
..	..	2,89	7·79	1,65	4·44	1,00	2·67	23,61	63·55	
..	..	*1,99*	*12·25*	*1,27*	*7·83*	*89*	*5·44*	*§13,01*	*§59·93*	§ Includes the Darjeeling Himalayan Extension Railway not included in details.
..	..	2,07	12·26	1,38	8·19	91	5·42	§13,28	§57·84	
..	..	*1,62*	*7·60*	*1,43*	*6·94*	*38*	*1·57*	*15,83*	*74·21*	
..	..	1,77	6·90	1,66	6·46	58	2·26	16,39	63·75	
..	..	*3,34*	*13·76*	*99*	*4·07*	*43*	*1·78*	*17,83*	*73·45*	
..	..	3,47	13·04	1,29	4·84	62	2·35	19,15	71·93	
..	..	*2,10*	*7·94*	*1,15*	*4·35*	*1,57*	*5·91*	*17,17*	*64·74*	‖Includes the Porbandar State Railway.
..	..	1,76	7·53	1,34	5·74	1,46	6·24	16,14	69·19	
..	..	*1,34*	*9·39*	*1,00*	*7·02*	*29*	*2·02*	*9,60*	*67·20*	
..	..	1,44	10·32	1,10	7·84	22	1·63	7,52	53·73	
..	..	*98*	*6·07*	*56*	*3·49*	*84*	*5·22*	*9,27*	*57·46*	
..	..	1,65	10·55	83	5·28	1,85	11·80	10,68	68·12	¶ Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.
..	..	*2,31*	*12·58*	*2,22*	*8·44*	*1,77*	*6·73*	*27,12*	*103·69*	
..	..	4,30	14·71	2,75	9·41	67	2·29	26,49	90·63	
18	*0·08*	*21,17*	*9·51*	*15,01*	*6·74*	*8,38*	*3·76*	*1,48,76*	*66·80*	
16	0·06	26,13	9·78	18,37	6·88	9,75	3·65	1,71,93	64·38	

7.—*Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of structural works.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Aden	3′ 3½″	*1923-24*	*57*	*28·35*	*1,16*	*57·23*
		1924-25	37	20·24	81	44·50
Ahmadpur-Katwa	2′ 6″	*1923-24*	*22*	*17·21*	*32*	*25·42*
		1924-25	22	16·25	32	24·39
Arakan Light	2′ 6″	*1923-24*	*32*	*67·05*	*30*	*63·83*
		1924-25	25	58·99	33	81·05
Arrah-Sasaram Light	2′ 6″	*1923-24*	*66*	*19·03*	*53*	*15·36*
		1924-25	69	19·06	73	20·18
Bankura-Damoodar River	2′ 6″	*1923-24*	*40*	*20·29*	*48*	*24·29*
		1924-25	51	23·18	64	28·75
Baraset-Basirhat Light	2′ 6″	*1923-24*	*86*	*16·56*	*1,04*	*19·78*
		1924-25	82	14·08	1,00	17·29
Bengal Provincial	2′ 6″	*1923-24*	*25*	*14·71*	*51*	*29·36*
		1924-25	24	13·14	47	25·70
Bukhtiarpur-Bihar Light	2′ 6″	*1923-24*	*55*	*14·29*	*67*	*17·74*
		1924-25	43	13·91	58	18·68
Burdwan-Katwa	2′ 6″	*1923-24*	*28*	*13·67*	*43*	*20·77*
		1924-25	30	14·37	46	21·50
Cutch State	2′ 6″	*1923-24*	*22*	*19·48*	*28*	*24·68*
		1924-25	26	25·03	33	31·55
Dehri-Rohtas Light	2′ 6″	*1923-24*	*26*	*8·25*	*87*	*27·03*
		1924-25	34	10·83	88	28·46
Dholpur-Bari	2′ 6″	*1923-24*	*21*	*9·09*	*59*	*38·68*
		1924-25	19	7·85	77	32·24
Futwah-Islampur	2′ 6″	*1923-24*	*14*	*9·91*	*31*	*21·97*
		1924-25	13	7·74	24	13·80
Gwalior Light	2′ 0″	*1923-24*	*53*	*5·77*	*2,61*	*28·37*
		1924-25	68	6·59	2,51	24·16
Howrah-Amta Light	2′ 0″	*1923-24*	*1,19*	*11·73*	*2,12*	*20·90*
		1924-25	1,13	10·83	1,96	18·83

System for the years 1923-24 and 1924-25 (in thousands of rupees)—contd.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
32	*15·84*	*55*	*27·18*	*7*	*3·64*	*2,67*	*132·24*	
31	16·65	45	24·49	4	2·35	1,98	108·23	
22	*17·03*	*23*	*17·93*	*11*	*8·90*	*1,10*	*86·49*	
39	28·46	20	14·51	2	1·29	1,15	84·90	
11	*23·20*	*12*	*25·91*	*5*	*11·50*	*90*	*191·49*	
10	25·18	13	30·46	6	13·43	87	209·11	
48	*13·61*	*35*	*9·99*	*13*	*3·77*	*2,15*	*61·76*	
52	14·49	33	9·21	7	1·83	2,34	64·77	
28	*14·21*	*33*	*16·31*	*6*	*2·98*	*1,55*	*78·08*	
31	13·85	32	14·53	3	1·38	1,81	81·69	
79	*15·22*	*37*	*7·14*	*13*	*2·39*	*3,19*	*61·09*	
81	14·39	37	6·34	10	2·71	3,19	54·81	
29	*17·08*	*22*	*12·68*	*1*	*0·38*	*1,28*	*74·21*	
29	15·90	21	11·34	1	0·36	1,22	66·44	
45	*11·76*	*25*	*6·51*	*16*	*4·08*	*2,08*	*54·38*	
38	12·38	23	7·58	7	2·10	1,69	54·65	
22	*10·67*	*25*	*12·36*	*8*	*3·82*	*1,26*	*61·29*	
31	14·69	24	11·56	3	1·49	1,34	63·61	
8	*6·41*	*14*	*12·00*	..	*0·02*	*72*	*62·59*	
7	6·88	18	16·94	..	0·02	81	80·42	
30	*9·54*	*24*	*7·61*	*8*	*2·46*	*1,75*	*54·89*	
32	10·35	26	8·39	11	3·43	1,91	61·56	
17	*7·40*	*17*	*7·39*	..	*0·18*	*1,44*	*62·74*	
18	7·33	18	7·69	1	0·22	1,33	55·33	
17	*12·37*	*13*	*9·04*	*2*	*1·46*	*77*	*54·75*	
24	13·57	12	7·00	1	0·85	74	42·93	
48	*5·22*	*55*	*5·98*	*40*	*4·35*	*4,57*	*49·69*	
53	5·11	65	6·32	39	3·74	4,76	45·92	
1,41	*14·00*	*59*	*5·79*	*27*	*2·70*	*5,53*	*55·12*	
1,57	15·12	55	5·24	31	2·96	5,52	52·98	

7.—*Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of structural works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Howrah-Sheakhala Light	2′ 0″	*1923-24*	*23*	*10·09*	*39*	*17·39*
		1924-25	28	12·58	34	15·14
Jagadhri Light	2′ 0″	*1923-24*	*2*	*6·97*	*7*	*24·25*
		1924-25	2	5·90	8	23·93
Jamnagar and Dwarka	3′ 3⅜″	*1923-24*	*1,81*	*15·99*	*3,35*	*29·49*
		1924-25	1,62	15·91	3,28	32·21
Jessore-Jhenidah	2′ 6″	*1923-24*	*17*	*13·60*	*40*	*31·57*
		1924-25	12	11·32	37	34·91
Jorhat (Provincial)	2′ 0″	*1923-24*	*46*	*25·72*	*85*	*47·26*
		1924-25	29	15·32	82	43·41
Kalighat-Falta	2′ 6″	*1923-24*	*41*	*11·99*	*86*	*25·58*
		1924-25	42	11·75	96	26·94
Kolar District**	2′ 6″	*1923-24*	*78*	*18·35*	*1,65*	*38·82*
		1924-25	69	15·72	1,70	38·72
Kulasekarapatnam Light	2′ 6″	*1923-24*	*32*	*51·14*	*40*	*62·62*
		1924-25	24	34·10	38	53·50
Porbandar State	3′ 3⅜″	*1923-24*†	...	...	...	...
		1924-25	*50*	*13·64*	*1,38*	*37·90*
Shahdara (Delhi) Saharanpur Light	2′ 6″	*1923-24*	*73*	*7·10*	*1,74*	*16·94*
		1924-25	1,18	10·14	1,64	14·08
Tarikere Narasimharajapura Light	2′ 6″	*1923-24*	*7*	*17·95*	*16*	*41·03*
		1924-25	14	28·57	19	38·78
Tezpore-Balipara	2′ 6″	*1923-24*	*34*	*16·66*	*58*	*28·30*
		1924-25	32	16·06	56	27·89
Trivellore Light	2′ 0″	*1923-24*	*1*	*4·45*	*3*	*20·55*
		1924-25	1	4·30	9	78·34
Udaipur-Chitorgarh	3′ 3⅜″	*1923-24*	*1,33*	*27·89*	*1,16*	*24·56*
		1924-25	81	15·15	1,15	21·50
TOTAL CLASS III RAILWAYS	...	*1923-24*	*13,34*	*14·46*	*24,16*	*26·19*
		1924-25	13,20	13·35	24,97	25·25

System for the years 1923-24 and 1924-25 (in thousands of rupees)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
31	*14·03*	*23*	*10·35*	*4*	*2·02*	*1,20*	*53·88*	
30	13·70	23	10·42	6	2·52	1,21	54·36	
7	*21·00*	*3*	*9·31*	..	*0·70*	*19*	*62·23*	
7	21·32	3	9·69	..	0·61	20	61·45	
85	*7·46*	*81*	*7·12*	*47*	*4·14*	*7,29*	*64·20*	
1,28	12·58	90	8·89	27	2·68	7,35	72·27	
19	*14·56*	*37*	*28·97*	*5*	*3·88*	*1,18*	*92·58*	
15	14·15	25	23·58	..	..	89	83·96	
26	*14·22*	*32*	*18·17*	*19*	*10·54*	*2,08*	*115·91*	
28	15·15	12	6·68	10	5·25	1,61	85·81	
50	*14·93*	*35*	*10·28*	*7*	*2·05*	*2,19*	*64·83*	
50	14·22	34	9·52	6	1·78	2,28	64·21	
52	*12·24*	*36*	*8·47*	*29*	*6·82*	*3,60*	*84·70*	* Includes the Bangalore Chik Ballapur Light Railway.
65	14·81	42	9·56	11	2·51	3,57	81·32	
12	*18·95*	*1*	*1·84*	..	..	*85*	*134·55*	
10	14·58	1	1·57	..	..	73	103·75	
..	..	..	..	..	..	..	..	
44	11·98	42	11·61	8	2·13	2,82	77·26	†Included with the Gondal Railway.
1,07	*10·38*	*55*	*5·39*	*26*	*2·47*	*4,35*	*42·28*	
1,21	10·37	55	4·77	26	2·24	4,84	41·60	
4	*10·26*	*3*	*7·69*	*3*	*7·69*	*33*	*84·62*	
8	16·33	5	10·20	1	2·04	47	95·92	
27	*13·06*	*20*	*9·98*	*3*	*1·38*	*1,42*	*69·38*	
26	13·18	21	10·80	4	2·04	1,39	69·97	
5	*42·84*	*2*	*16·05*	..	..	*11*	*83·89*	
2	22·06	1	11·72	..	3·48	13	119·90	
35	*7·40*	*26*	*5·38*	*12*	*2·52*	*3,22*	*67·75*	
36	6·82	22	4·16	11	2·02	2,65	49·65	
10,37	*11·24*	*8,03*	*8·71*	*3,12*	*3·38*	*59,02*	*63·99*	
12,05	12·19	8,18	8·27	2,43	2·46	60,83	61·52	

STATISTICAL STATEMENTS.

8.—Mileage
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1925.				TRACK MILEAGE OPEN ON 31ST MARCH 1925.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3′ 3⅜″	1-7-95	874·11	..	..	874·11	874·11	170·16	10·88	1,055·15
	Chaparmukh-Silghat ..	3′ 3⅜″	30-3-20	50·81	..	..	50·81	50·81	3·33	..	54·14
	Katakhal-Lalabazar ..	3′ 3⅜″	1-4-23	23·49	..	..	23·49	23·49	0·90	..	24·39
	Mymensingh-Bhairab Bazar ..	3′ 3⅜″	20-3-17	100·68	..	..	100·68	100·68	12·97	0·07	113·72
	Total 1 ..	..	..	1,049·09	..	..	1,049·09	1,049·09	187·36	10·95	1,247·40
2	Bengal and North-Western—	3′ 3⅜″	2-4-84	1,250·94	..	..	1,250·94	1,250·94	239·28	15·38	1,505·60
	Tirhoot	3′ 3⅜″	1-11-75	804·80	10·05	..	814·85	824·90	181·95	11·04	1,017·89
	Total 2 ..	..	..	2,055·74	10·05	..	2,065·79	2,075·84	421·23	26·42	2,523·49
3	Bengal-Nagpur—	5′ 6″	6-4-80	1,804·67	208·66	..	2,013·33	2,221·99	524·59	112·70	2,859·28
	Mayurbhanj	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74·35
	Parlakimedi Light	2′ 6″	1-4-00	24·62	..	..	24·62	24·62	1·77	..	26·39
	Purulia-Ranchi	2′ 6″	15-11-07	115·30	..	..	115·30	115·30	10·15	..	125·45
	Raipur-Dhamtari	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·41	..	61·35
	Satpura	2′ 6″	18-4-03	626·82	..	..	626·82	626·82	60·84	9·90	697·56
	Tumsar-Tirodi Light ..	2′ 0″	1-4-16	46·80	..	..	46·80	46·80	8·12	..	54·92
	Total 3 ..	..	..	2,745·79	208·66	..	2,954·45	3,163·11	613·49	122·70	3,899·30
4	Bombay, Baroda and Central India	5′ 6″	10-2-60	748·99	255·44	3·82 (quadruple) ..	1,008·25	1,275·17	301·84	113·00	1,690·01
	Nagda-Ujjain	5′ 6″	15-7-96	32·51	..	..	32·51	32·51	1·02	0·31	33·84
	Petlad Cambay (Anand-Tarapur).	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·18	2·34	24·94
	Petlad Cambay (Tarapur-Cambay).	5′ 6″	20-6-01	12·36	..	..	12·36	12·36	1·48	2·37	16·21
	Tapti Valley	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·50	4·33	167·55
	Bombay, Baroda and Central India.	3′ 3⅜″	14-2-73	1,882·68	1·78	..	1,884·46	1,886·23	360·47	24·18	2,270·88
	Ahmedabad-Parantij ..	3′ 3⅜″	1-5-97	88·70	..	..	88·70	88·70	17·59	1·49	107·78
	Dhrangadra	3′ 3⅜″	1-6-98	53·71	..	..	53·71	53·71	5·68	1·64	61·03
	Gaekwar's Mehsana ..	3′ 3⅜″	21-3-87	230·25	..	..	230·25	230·25	25·60	3·18	259·03
	Jaipur State	3′ 3⅜″	10-11-05	179·10	..	..	179·10	179·10	14·03	..	193·13
	Palanpur-Deesa† ..	3′ 3⅜″	8-11-93	17·28	..	..	17·28	17·28	1·29	..	18·57
	Broach-Jambusar ..	2′ 6″	23-11-14	29·69	..	..	29·69	29·69	2·64	1·19	33·52
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	2·14	5·23	38·05
	Godhra-Lunavada ..	2′ 6″	4-2-13	25·43	..	..	25·43	25·43	1·51	1·08	28·02
	Nadiad-Kapadvanj ..	2′ 6″	5-3-13	28·17	..	..	28·17	28·17	3·57	1·30	33·04
	Rajpipla State	2′ 6″	1-7-97	39·24	..	..	39·24	39·24	2·06	0·93	42·23
	Total 4 ..	..	..	3,575·93	257·22	3·82	3,836·97	4,105·66	749·60	162·57	5,017·83

Statement for 1924-25.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1924-25.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1925.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	Sibsagar Rd. to Khowang.	38·79	State line.	
..	..	..	..	..	..	Branch lines under guarantee terms.	
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	
..	..	..	..	..	38·79		
..	..	..	..	Pharenda to Nautanwa.	25·26	Line subsidized by the Government of India.*	* Receives land only from Government.
..	..	..	..	..	..	State line.	
..	..	..	..	..	25·26		
Dongoaposi to Gua	18·37	Singapur Road to Raipur.	223·19	Parvatipur to Singapur Road.	37·48	State lines.	
				Birmitrapur to Guttitangar.	6·71		
				Bermo to Duneya ..	18·75		
		Dharmaband to a point on Mohuda Gomoh line.	2·50	Duneya to a point near Damoodar River.	19·26		
				Kapilas Road to Talcher coal fields.	62·80		
				Hesla to Chandil ..	76·07		
				Barabil branch ..	4·89		
				Argada branch ..	1·90		
					227·86		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	Parlakimedi to Gunurpur.	31·63	..	..	Indian State line.	
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	Khirsadoh to Sirgora	8·43	..	..		
..	18·37	..	265·75	..	227·86		
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
Koth-Gangad to Dhanduka.	27·37	..	..	..	..	State line.	
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	Halvad to Malia ..	26·00	..	..	Indian State lines.	
..	..	Khalipur to Khakhal	17·22	..	..		
		Wagrod to Khareda	12·44				
		Vijapur to Ransipur	14·01				
			43·67				
Nawalgarh to Jhunjhunu.	22·92	..	..	..	..		
..	..	..	..	..	..	State lines	† This line is the joint property of Government and the Palanpur Durbar.
..	..	..	..	..	..		
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State line.	
..	50·29	..	69·67	..	..		

M53RAR

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1925.				Track mileage open on 31st March 1925.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
5	Burma	3′ 3⅜″	1-5-77	1,196·44	145·41	..	1,341·85	1,487·26	320·51	43·06	1,850·83
	Alon-Saingbyin	3′ 3⅜″	1-7-22	26·51	..	..	26·51	26·51	2·50	..	29·01
	Burma Extensions	3′ 3⅜″	15-4-07	187·78	..	..	187·78	187·78	36·23	16·42	240·43
	Moulmein-Ye	3′ 3⅜″	2-8-23	69·69	..	..	69·69	69·69	7·73	..	77·42
	Pyinmana-Taungdwingyi ..	3′ 3⅜″	1-8-22	66·79	..	..	66·79	66·79	2·48	..	69·27
	Southern Shan States ..	3′ 3⅜″	15-6-12	86·48	..	..	86·48	86·48	8·61	0·24	95·33
	Mandalay-Madaya Light ..	2′ 6″	10-2-12	16·00	..	..	16·00	16·00	4·00	..	20·00
	Pegu-Kayan	3′ 3⅜″	..	..	..	..	..	..	..	..	..
	Total 5 ..	..	..	1,649·69	145·41	..	1,795·10	1,940·51	382·06	59·72	2,382·29
6	Eastern Bengal	5 6″	2-1-62	462·01	131·84	*24·29	618·14	821·16	443·31	34·73	1,299·29
	Sara-Sirajganj	5′ 6″	1-7-15	52·96	..	..	52·96	52·96	26·73	..	79·69
	Eastern Bengal	3′ 3⅜″	28-8-77	† 955·54	7·29	..	962·83	970·12	258·44	5·23	1,233·79
	Cooch Behar State	3′ 3⅜″	15-9-93	33·09	..	..	33·09	33·09	2·42	..	35·51
	Eastern Bengal	2′ 6″	18-7-81	35·10	..	..	35·10	35·10	1·98	0·03	37·11
	Khulna-Bagerhat	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	2·00	..	21·75
	Total 6 ..	..	..	1,558·45	139·13	24·29	1,721·87	1,932·18	734·88	39·99	2,707·05
7	East Indian	5′ 6″	15-8-54	1,682·66	749·37	†53·05	2,485·08	3,365·99	1,010·07	241·95	4,648·01
	Delhi-Umballa-Kalka ..	5′ 6″	1-3-91	206·51	..	..	206·51	206·51	32·73	0·23	265·37
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·90	..	..	25·90	25·90			
	South Bihar	5′ 6″	5-7-99	79·19	..	..	79·19	79·19	8·44	..	87·63
	Total 7 ..	..	..	1,994·26	749·37	53·05	2,796·68	3,677·59	1,081·24	242·18	5,001·01
8	Great Indian Peninsula ..	5′ 6″	18-4-53	1,864·87	777·86	29·62 (quadruple).	2,672·35	3,539·08	873·98	80·31	4,493·37
	Agra-Delhi Chord	5′ 6″	15-11-04	123·10	2·78	..	125·88	128·66	51·59	1·30	181·55
	Baran-Kotah	5′ 6″	1-7-08	40·29	..	..	40·29	40·29	6·55	..	46·84
	Bhopal-Itarsi	5′ 6″	1-6-82	57·21	..	..	57·21	57·21	24·05	1·40	82·66
	Bhopal-Ujjain	5′ 6″	11-11-95	113·28	..	..	113·28	113·28	9·24	..	122·52
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	8·48	..	155·55
	Cawnpore-Banda	5′ 6″	21-4-13	76·22	..	..	76·22	76·22	6·94	..	83·16
	Dhond-Baramati	2′ 6″	20-5-14	27·26	..	..	27·26	27·26	1·25	0·45	28·96
	Ellichpur-Yeotmal ..	2′ 6″	1-12-13	117·66	..	..	117·66	117·66	6·14	3·95	127·75
	Pachora-Jamner	2′ 6″	1-4-18	34·62	..	..	34·62	34·62	2·92	..	37·54
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·17	0·85	23·85
	Matheran Light	2′ 0″	22-3-07	12·61	..	..	12·61	12·61	1·05	0·18	13·84
	Total 8 ..	..	..	2,636·02	780·64	29·62	3,446·28	4,315·79	993·36	88·44	5,397·59
9	Jodhpur	3′ 3⅜″	24-6-82	609·26	..	..	609·26	609·26	67·04	4·65	680·95
	Jodhpur-Hyderabad (British Section).	3′ 3⅜″	18-8-92	123·98	..	..	123·98	123·98	25·70	1·37	151·05
	Mirpur Khas-Jhudo ..	3′ 3⅜″	18-4-05	50·43	..	..	50·43	50·43	3·41	0·33	54·17
	Mirpur Khas-Khadro ..	3′ 3⅜″	1-1-12	49·50	..	..	49·50	49·50	3·08	..	52·58
	Pipar-Bilara Light	2′ 0″	25-10-11	25·25	..	..	25·25	25·25	0·43	0·34	26·02
	Total 9 ..	..	..	858·42	..	..	858·42	858·42	99·66	6·69	961·77
10	Madras and Southern Mahratta	5′ 6″	1-7-56	996·17	44·48	..	1,040·65	1,085 13	225·83	6·07	1,317·06
	Kolar Gold-fields	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	4·35	1·52	15·75
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·17	..	22·58
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	1,519·56	..	..	1,519·56	1,519·56	178·95	1·53	1,700·04
	Alnavar-Dandeli (Provincial)..	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Bangalore-Harihar	3′ 3⅜″	11-8-84	210·25	..	..	210·25	210·25	26·58	..	236·83
	Bezwada-Masulipatam ..	3′ 3⅜″	4-2-08	51·80	..	..	51·80	51·80	7·24	..	59·04

Statement for 1924-25—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1924-25.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1925.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	....	..	Bauktaw to Mingaladon.	11·00	State lines.	
..	..	....	..	Segyi to Ye-u ..	23·54		
..	..	....	..	....	..		
Kalawthut to Lamaing	43·08	....	..	Lamaing to Ye ..	19·56		
Lewe to Taungdwingyi.	56·53	Taungdwingyi to Kyaukpadang	71·00	....	..		
..	..	Heho to Tayaw ..	9·35	....	..		
..	..	....	..	....	..		
..	..	....	..	Pegu to Kayan ..	36·93		
..	99·61	....	80·35	....	91·03		
..	..	....	..	....	..	State line.	*1·69 miles triple and 22·60 miles quadruple.
..	..	....	..	....	..	Branch line under rebate terms.	†Excluding 60 miles (Santatbar to Parbatipur, converted to, and included with 5′ 6″ gauge.
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	Indian State line.	
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	Branch line under rebate terms.	
..	..	....	..	....	..		
..	..	....	..	Bhagalpur to Mandar Hill.	††31·13	State line.	‡31·57 miles triple, 18·39 miles quadruple, 2·24 miles quintuple and 0·85 mile sextuple.
				Chandrapura to Gomoh	9·96		
..	..	....	..	....	..	Line subsidized by the Government of India. Indian State line.	††This is relaying of line dismantled during the war.
..	..	....	..	....	..	Leased line §	§ Although a leased line, it is for convenience treated as a State line.
..	..	....	..	....	41·09		
Amla to Narkhed Victoria Terminus to Reay Road.	50·16 2·54 52·70	....	..	Majri to Rajur ..	13·22	State lines	¶ A part of this line is owned by the Bhopal Durbar.
..	..	....	..	....	..		
..	..	....	..	....	..		
..	..	....	..	....	..		
..	..	....	..	....	..	Indian State line.	
..	..	....	..	....	..		
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	Branch lines under rebate terms.	
..	..	....	..	....	..		
..	..	....	..	....	..		
..	..	....	..	....	..		
..	52·70	....	..	....	13·22		
..	..	....	..	Marwar Junction to Sanderao.	77·83	Indian State line.	
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	Lines subsidized by the Government of India. ¶	¶ Receives land only from Government.
..	..	....	..	....	..		
..	..	....	..	....	..	Indian State line.	
..	..	....	..	....	77·83		
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	District Board line.	
..	..	....	..	....	..		
..	..	....	..	....	..	State lines.	
..	..	....	..	....	..		
..	..	....	..	....	..	District Board line.	

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1925.				Track mileage open on 31st March 1925			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
10—*concld.*	Dhone-Kurnool	3′ 3⅜″	1-1-09	32·00	..	..	32·00	32·00	2·62	..	34·62
	Hindupur (Yesvantpur Mysore Frontier),	3′ 3⅜″	15-12-92	51·35	..	..	51·35	51·35	3·88	..	55·23
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese ..	3′ 3⅜″	17-1-87	51·10	..	..	51·10	51·10	16·27	..	67·37
	Total 10 ..	..	..	2,996·81	44·48	..	3,041·29	3,085·77	471·19	9·12	3,563·08
11	Nizam's Guaranteed State ..	5′ 6″	9-10-74	330·13	..	..	330·13	330·13	45·94	11·04	387·11
	Balharshah-Warangal ..	5′ 6″	1-2-24	57·78	..	..	57·78	57·78	3·46	..	61·24
	Bezwada Extension ..	5′ 6″	10-2-89	21·47	..	..	21·47	21·47	1·45	..	22·92
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley ..	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	54·22	2·35	450·76
	Secunderabad Gadwal ..	3′ 3⅜″	1-2-16	107·64	9·28	..	116·92	126·20	13·17	..	139·37
	Karipalli-Kothagudium ..	5′ 6″	..	..	..	..	..	..	..	..	..
	Total 11 ..	..	..	944·44	17·82	..	962·26	980·08	119·12	13·39	1,112·59
12	North Western	5′ 6″	13-5-61	3,214·60	860·00	..	4,074·60	4,934·60	1,348·60	111·00	6,394·20
	Amritsar-Patti	5′ 6″	21-9-06	54·26	..	..	54·26	54·26	8·10	..	62·36
	Jullundur-Mukerian ..	5′ 6″	1-1-15	44·81	..	..	44·81	44·81	3·88	..	48·69
	Phagwara-Rahon	5′ 6″	1-4-15	45·21	..	..	45·21	45·21	5·13	..	50·34
	Jammu and Kashmir (Indian State Section).	5′ 6″	15-3-90	16·01	..	..	16·01	16·01	3·08	..	19·09
	Khanpur-Chachran ..	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·84	..	24·82
	Ludhiana-Dhuri-Jakhal ..	5′ 6″	10-4-01	78·65	..	..	78·65	78·65	5·88	..	84·53
	Mandra-Bhaun	5′ 6″	1-5-15	46·38	..	..	46·38	46·38	4·20	0·23	50·81
	Rajpura-Bhatinda	5′ 6″	1-11-84	108·04	..	..	108·04	108·04	21·85	..	129·89
	Sialkot-Narowal	5′ 6″	10-11-15	38·16	..	..	38·16	38·16	4·00	..	42·16
	Southern Punjab (Main line)	5′ 6″	10-11-97	427·11	0·52	..	427·63	428·15	81·50	0·60	510·25
	„ „ Jullundur Doab ..	5′ 6″	23-6-12	132·79	..	..	132·79	132·79	17·14	..	149·93
	„ „ Ludhiana Extension ..	5′ 6″	10-6-05	153·35	..	..	153·35	153·35	24·40	..	177·75
	„ „ Sutlej Valley ..	5′ 6″	6-7-10	127·04	..	..	127·04	127·04	17·60	..	144·64
	Jacobabad-Kashmor ..	2′ 6″	1-12-14	76·70	..	..	76·70	76·70	3·98	..	80·68
	Kalka-Simla	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	9·86	0·10	69·89
	Khanai-Hindubagh ..	2′ 6″	1-1-21	46·00	..	..	46·00	46·00	6·50	18·79	71·29
	Kohat-Thal	2′ 6″	1-4-03	61·75	..	..	61·75	61·75	10·33	..	72·08
	Larkana-Jacobabad ..	2′ 6″	16-2-22	53·24	..	..	53·24	53·24	3·15	..	56·39
	Trans Indus (Kalabagh-Bannu)	2′ 6″	15-6-13	161·72	..	..	161·72	161·72	16·60	21·00	199·32
	Total 12 ..	..	..	4,967·73	860·52	..	5,828·25	6,688·77	1,598·62	151·72	8,439·11
13	Oudh and Rohilkhand ..	5′ 6″	23-4-67	†1,486·10	19·90	..	1,506·00	1,525·90	361·00	18·70	1,905·60
	Hardwar-Dehra	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	4·78	..	36·82
	Cawnpore-Burhwal link	3′ 3⅜″	24-11-96	§82·52	..	..	82·52	82·52	12·70	0·11	95·33
	Total 13 ..	..	..	1,600·66	19·90	..	1,620·56	1,640·46	378·48	18·81	2,037·75
14	Rohilkund and Kumaon ..	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	33·64	2·02	294·38
	Lucknow-Bareilly	3′ 3⅜″	12-10-84	312·66	..	..	312·65	312·65	57·28	26·82	396·75
	Total 14 ..	..	..	571·37	..	..	571 37	571·37	90·92	28·84	691·13
15	South Indian	5′ 6″	23-5-60	445·94	..	..	445·94	445·94	78·09	1·39	525·42
	Suramangalam-Salem ..	5′ 6″	1-6-17	3·86	..	..	3·86	3·86	2·05	..	5·91
	South Indian	3′ 3⅜″	15-7-61	870·93	..	..	870·93	870·93	183·82	14·29	1,069·04
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·56	..	33·52
	Peralam-Karaikkal ..	3′ 3⅜″	14-3-98	14·65	..	..	14·65	14·65	2·13	..	16·78
	Podanur-Pollachi ..	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	2·02	..	27·06
	Pondicherry	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·13	0·22	10·20
	Shoranur-Cochin ..	3′ 3⅜″	2-6-02	64·75	..	..	64·75	64·75	10·11	1·81	76·67
	Tanjore District Board ..	3′ 3⅜″	2-4-94	130·98	..	..	130·98	130·98	16·92	0·51	148·41
	Tinnevelly-Tiruchendur ..	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	2·35	..	40·53
	Travancore (British Section)	3′ 3⅜″	1-6-02	50·41	..	..	50·41	146·37	18·78	..	165·15
	Travancore (Indian State Section	3′ 3⅜″	1-6-04	95·96	..	..	95·96				
	Morappur-Hosur ..	2′ 6″	18-1-06	73·30	..	..	73·30	73·30	4·40	..	77·70
	Tirupattur-Krishnagiri ..	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·51	..	27·89
	Total 15 ..	..	..	1,876·19	..	..	1,876·19	1,876·19	329·87	18·22	2,224·28
..	Central Indian Coal-fields ..	5′ 6″	..	..	..	..	..	..	..	..	..
	Total Class I ..	..	..	31,080·59	3,233·20	110·78	34,424·57	37,960·83	8,251·08	999·76	47,211·67

Statement for 1924-25—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1924-25.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC. ON 31ST MARCH 1925.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..		
..	..	..	..	..	..	Line guaranteed by Indian State.	
Ramgundam to Pedapalli.	10 84	Tandur to Balharshah.	61·20	Ramgundam to Tandur	26·70	Indian State line.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Line guaranteed by Indian State.	
..	..	Alampur to Kurnool	7·84	Gadwal to Alampur	28·00	Indian State line.	
..	..	Kothagudium to Ramavaram.	1·99	Karipalli to Kothagudium.	24·52	Indian State line.	
..	10·84	..	71·03	..	79·22		
..	..	..	..	Jamrud to Landikhana.	26·35	State line.	
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	Pakpattan to Mailsi	*86·90		* This is relaying of line dismantled during the war.
..	..	..	..	..	..		
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	113·25		† Including 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″), gauge line between Burhwal and Barabanki.
..	..	..	..	Rikhikesh Road to Rikhikesh.	7·12	State line.	‡ Under running power agreement the B. and N. W. Rly. Co. run and haul their trains and traffic over this line.
..	..	..	..	..	..	Branch line under guarantee terms.	§ Including the mixed gauge line referred to in the note marked with † above also 2·18 miles of the O. and R. Ry. metre gauge line at Benares.
..	..	..	..	..	..	State line.‡	
..	..	..	..	..	7·12		
..	..	..	..	..	..	Line subsidized by the Government of India.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	..		
..	..	..	..	Shoranur to Nilambur	41·28	State line.	
..	..	..	..	..	..	District Board line.	
..	..	..	..	Villupuram to Trichinopoly.	108·47	State lines.	
				Virudunagar to Tenkasi.	75·32		
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..	District Board line.	
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..	District Board line.	
..	..	..	..	..	..		
..	..	..	..	..	..	State line. Indian State line.	
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	..	..	..	..	226·07		
..	..	Semra to Hutar ..	136·48	Daltonganj to Barka Khana.	113·52	State line.	
				Anuppur to Semra ..	50·00		
					163·52		
..	231·81	..	623·28	..	1,104·26		

8.—*Mileage Statement for 1924-25*—contd.

CLASS II RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1925.	TRACK MILEAGE OPEN ON 31ST MARCH 1925.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
	CLASS II RAILWAYS.								
1	Barsi Light	2′ 6″	1-3-97	117·65	117·65	15·04	132·69	Line subsidized by the Government of India.*	*Receives land only from Government.
2	Bengal Dooars	3′ 3⅜″	15-1-98	35·23	35·23	5·58	40·81	Line subsidized by District Board.	
	Bengal Dooars Extensions	3′ 3⅜″	20-4-00	121·46	121·46	15·66	137·12	Line subsidized by the Government of India. *	
	Total 2 ..	..	..	156·69	156·69	21·24	177·93		
3	Bhavnagar State	3′ 3⅜″	20-12-80	282·81	282·81	40·47	323·28	Indian State Lines.	
4	Bikaner State	3′ 3⅜″	9-12-91	568·66	568·66	42·30	610·96		
5	Darjeeling-Himalayan	2′ 0″	23-8-80	51·00†	51·07	10·42	61·49	Line subsidized by Local Government.	†Of this 0·07 mile is double line.
	Darjeeling-Himalayan Extensions.	2′ 0″	16-3-14	95·44	95·44	4·15	99·59	Branch line under rebate terms.	
	Total 5 ..	..	..	146·44	146·51	14·57	161·08		
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	86·02	86·02	29·25	115·27	Line subsidized by Local Government.	
	Ledo and Tikak Margherita	3′ 3⅜″	17-2-84	5·50	5·50	16·54	22·04	Unassisted Company's line.	
	Total 6 ..	..	..	91·52	91·52	45·79	137·31		
7	Gaekwar's Baroda State ..	2′ 6″	8-4-73	316·36	316·36	43·15	359·51		
	Bodeli Chhota Udaipur ..	2′ 6″	1-12-17	22·67	22·67	1·52	24·19		
	Total 7 ..	..	..	339·03	339·03	44·67	383·70		
8	Gondal	3′ 3⅜″	19-1-81	106·24	106·24	12·32	118·56		‡Includes 0·73 mile of Dungarpur quarry line and 0·30 mile of Veraval Dock Estate worked for goods traffic only.
	Jetalsar-Rajkot	3′ 3⅜″	12-4-93	46·21	46·21	5·12	51·33		
	Khijadiya-Dhari ..	3′ 3⅜″	1-3-13	37·22	37·22	4·52	41·74	Indian State lines.	
	Total 8 ..	..	..	189·67	189·67	21·96	211·63		
9	Junagad State	3′ 3⅜″	1-9-88	148·10‡	148·10	15·44	163·54		
10	Morvi	3′ 3⅜″§	4-3-05	89·77	89·77	9·88	99·65		§ Includes the 2′ 6″ gauge section converted to 3′ 3⅜″ gauge.
11	Mysore	3′ 3⅜″	1-12-99	263·10	263·10	31·10	294·20		
	Total Class II ..	..	..	2,393·44	2,393·51	302·46	2,695·97		

ROUTE MILEAGE OPENED DURING TH YEAR 1924-25.

Section.	Gauge.	Miles.
..	..	..

ROUTE MILEAGE AUTHORISED, BUT NOT OPAN FOR TRAFFIC, ON 31ST MARCH 1925.

SANCTIONED BUT NOT COMMENCED.

Section.	Gauge.	Miles.
Barsi Light—		
Pandharpur to Miraj ..	2′ 6″	84·32
Bikaner State—		
Hanumangarh to Sisla ..	3′ 3⅜″	120·00
Raisingh Nagar to Sri Ganga Nagar.	3′ 3⅜″	47·51
Jetsar to Anupgarh ..	3′ 3⅜″	32·00
		199·51
Gaekwar's Baroda State—		
Mahuva to Anaval ..	2′ 6″	17·91
Zankhvav to Bardipada	2′ 6″	22·57
Navsari to Kamrej ..	2′ 6″	26·25
		66·73
Gondal—		
Sidsar to Patan	3′ 3⅜″	7·85
Junagad State—		
Jamwala to Una ..	3′ 3⅜″	22·08
Mysore—		
Nanjangud town to Hardanhalli.	3′ 3⅜″	27·12
Shimoga to Arasalu ..	3′ 3⅜″	26·80
		53·92
....	..	434·41

UNDER CONSTRUCTION.

Section.	Gauge.	Miles.
Bikaner State—		
Suratgarh to Raisingh Nagar.	3′ 3⅜″	35·44
Gaekwar's Baroda State—		
Kalamba to Jheria.	2′ 6″	2·44
Junagad State—		
Prachi Road to Jamwala.	3′ 3⅜″	7·50
....	..	45·43

8.—*Mileage Statement for 1924-25*—concld.

CLASS III RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1925.	TRACK MILEAGE OPEN ON 31ST MARCH 1925. Running track.	Sidings.	Total.	Classification.	REMARKS.
1	2	3	4	5	6	7	8	9	10
	CLASS III—RAILWAYS.								
1	Aden	3′ 3⅜″	1-1-16	28·75	28·75	4·43	33·18	State Line.	
2	Ahmadpur-Katwa ..	2′ 6″	30-5-17	32·26	32·26	2·35	34·61	Branch Lines under guarantee terms.	
3	Arakan Light	2′ 6″	15-2-19	18·13	18·13	0·03	18·16		
4	Arrah-Sasaram	2′ 6″	6-3-11	65·16	65·16	5·00	70·16	Line subsidized by District Board.	
5	Bangalore-Chik Ballapur Light.	2′ 6″	15-9-14	38·69	38·69	*	38·69	Line guaranteed by Indian State.	* Included with Kolar District Ry.
6	Bankura-Damoodar River ..	2′ 6″	15-12-16	59·95	59·95	4·61	64·56	Branch line under guarantee terms.	
7	Baraset-Basirhat Light ..	2′ 6″	1-2-05	52·24	52·24	4·44	56·68	Line subsidized by District Board.	
8	Bengal-Provincial ..	2′ 6″	7-11-91	33·27	33·27	2·31	35·58	Unassisted Company's line.	
	Dasghara-Jamalpurgunj ..	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.	
	Total 8 ..	..	..	41·58	41·58	3·08	44·66		
9	Bukhtiarpur-Bihar Light ..	2′ 6″	1-7-03	33·00	33·00	3·32	36·32	Line subsidized by District Board.	
10	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·47	3·12	35·59	Branch line under guarantee terms.	
11	Cutch State	2′ 6″	18-5-05	36·78	36·78	2·70	39·48	Indian State line.	
12	Dehri-Rohtas Light ..	2′ 6″	6-2-11	23·83	23·83	4·76	28·59	Line subsidized by the Government of India.	
13	Dholpur-Bari	2′ 6″	24-2-08	36·38	36·38	4·67	41·05	Indian State lines.	† Although for convenience classed as an Indian State railway this line is the property of Govt.
	Mohari-Barauli† ..	2′ 6″	10-2-17	15·25	15·25	0·72	15·97		
	Total 13 ..	..	..	51·63	51·63	5·39	57·02		
14	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·58	28·58	Branch line under guarantee terms.	
15	Gwalior Light	2′ 0″	2-12-99	251·63	251·63	9·82	261·45	Indian State line.	
16	Howrah-Amta Light ..	2′ 0″	1-7-97	43·87	43·87	6·11	49·98	Subsidized by District Boards.	
17	Howrah-Sheakhala Light ..	2′ 0″	2-8-97	19·75	19·75	1·22	20·97		
18	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Coy.'s line.	
19	Jamnagar and Dwarka ..	3′ 3⅜″	7-11-22	65·92	65·92	3·65	69·57	Branch line under guarantee and rebate terms.	
	Rajkot-Jamnagar ..	3′ 3⅜″	8-4-97	‡54·22	54·22	4·87	59·09	Indian State lines.	‡ Includes 3·93 miles, Jamnagar to Bedi Bunder, worked for goods traffic only.
	Okhamandal	3′ 3⅜″	15-11-22	37·03	37·03	3·56	40·59		
	Total 19 ..	..	..	157·17	157·17	12·08	169·25		
20	Jessore-Jhenidah ..	2′ 6″	1-10-13	36·75	36·75	1·76	38·51	Subsidized by District Board.	
21	Jorhat (Provincial) ..	2′ 0″	13-9-83	32·50	32·50	2·04	34·54	State line.	
22	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·25	4·23	30·48	Branch line under guarantee terms.	
23	Kolar District	2′ 6″	15-12-13	63·51	63·51	4·40	67·91	Indian State line.	
24	Kulasekarapatnam Light ..	2′ 0″	18-7-15	25·25	25·25	..	25·25	Unassisted Coy's. line.	
25	Porbandar State	3′ 3⅜″	1-10-89	§41·29	§41·29	8·41	49·70	Indian State line.	§Includes 1·55 miles of Porbander Dock Estate line and 3·70 miles of Ranawao quarry line worked for goods traffic only.
26	Shahdara (Delhi)—Saharanpur Light.	2′ 6″	7-5-07	92·50	92·50	8·62	101·12	Subsidized by the Government of India. ‖	‖Receives land only from Government.
27	Tarikere-Narasimharajapura	2′ 0″	15-1-15	26·75	26·75	2·50	29·25	Indian State line.	
28	Tezpore-Balipara Light ..	2′ 6″	9-8-94	20·10	20·10	1·11	21·21	Subsidized by District Board.	
29	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·20	2·57	Unassisted Coy's. line.	
30	Udaipur-Chitorgarh ..	3′ 3⅜″	1-8-95	67·30	67·30	5·08	72·38	Indian State line.	
	Total Class III ..	..	..	1,451·77	1,451·77	112·94	1,564·71		

ROUTE MILEAGE OPENED DURING THE FINANCIAL YEAR 1924-25.			ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1925.					
			SANCTIONED BUT NOT COMMENCED.			UNDER CONSTRUCTION.		
Section.	Gauge.	Miles.	Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
Gwalior Light— City Extension ..	2′ 0″	1·67	*Jamnagar-Dwarka—* Khambhalia to Saliya ..	3′ 3⅜″	8·96	*Cutch State—* Anjar to Bachau	2′ 6″	23·75
			Singri-Orang Light— Singri to Orang	2′ 6″	14·79	*Dholpur-Bari—* Dholpur to Rajakhera.	2′ 6″	22·34
			Tirupati-Tiruchanur Light— Tirupati to Tiruchanur ..	2′ 0″	3·00	*Gwalior Light—* City Extension	2′ 0″	4·98
Total Class III ..	..	1·67	....	..	26·75	....	..	51·07

9.—Description of Class I Railways worked during the year 1924-1925.

Railway.	Mean mileage worked.	Number of Stations.	Total length of gradients (in miles.)					Steepest gradient worked.		Maximum degree of Curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile. (Degrees).
			1/50 and less.	1/51 to 1/80	1/81 to 1/100	1/101 to 1/200	1/201 to 1/300	Length.	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ Gauge.													
Bengal-Nagpur	1,992·5	355	*Nil.*	8·11	162·34	693·5	162·2	2·30	1 in 60	5·45	1,000	15·5	13·6
Bombay, Baroda and Central India.	1,324·3	238	*Nil.*	1·38	0·53	262·4	95·3	0·88	1 in 80	6·0	955	13·8	10·3
Eastern Bengal	672·4	190	*Nil.*	*Nil.*	0·32	*Nil.*	7·1	0·32	1 in 100	6·0	955	13·7	11·2
East Indian	2,875·0	527	6·05	18·60	53·20	225·9	175·0	3·98	1 in 40	8·0	712	15·6	9·6
Great Indian Peninsula	3,268·4	526	19·70	8·74	74·93	838·9	282·4	0·16	1 in 34	6·2	924	27·8	17·1
Madras and Southern Mahratta	1,078·7	222	*Nil.*	13·22	33·59	172·5	93·7	0·81	1 in 60	7·0	800	24·3	11·0
Nizam's Guaranteed State	409·8	70	*Nil.*	*Nil.*	79·19	144·5	18·5	2·52	1 in 100	5·73	1,000	8·0	15·9
North Western	5,336·1	847	78·70	87·70	235·90	265·6	195·3	6·54	1 in 25	12·6	455	12·8	14·6
Oudh and Rohilkhand	1,621·4	289	*Nil.*	9·30	6·41	19·0	24·0	2·25	1 in 75	6·0	955	12·4	7·1
South Indian	581·8	88	*Nil.*	8·12	28·53	113·0	46·8	1·57	1 in 62	8·19	700	39·3	21·2
3′ 3⅜″ Gauge.													
Assam-Bengal	1,072·3	220	10·29	47·83	37·02	127·7	31·9	10·05	1 in 37	15 0	382	16·5	35·0
Bengal and North Western	2,146·5	376	0·11	1·52	3·73	8·7	8·7	0·11	1 in 50	8·73	656	10·2	8·0
Bombay, Baroda and Central India.	2,417·8	381	3·40	0·48	19·39	394·5	236·5	3·40	1 in 40	8·0	716	10 0	10·3
Burma	1,721·3	353	100·46	46·27	65·77	186·4	154·8	23·81	1 in 25	17·0	337	15·3	37·2
Eastern Bengal	997·0	182	0·34	0·52	2·92	43·2	40·1	0·34	1 in 50	14·3	400	9·5	10·9
Jodhpur	828·3	123	*Nil.*	*Nil.*	*Nil.*	163·5	64·0	1·17	1 in 130	6 0	955	9·9	11·0
Madras and Southern Mahratta	1,969·4	310	16·31	44·26	659·12	327·3	135·0	2·00	1 in 40	10·5	545	19·8	33·1
Nizam's Guaranteed State	552·9	95	*Nil.*	*Nil.*	*Nil.*	318·7	17·6	5·50	1 in 133	4·0	1,433	13·8	15·4
Rohilkund and Kumaon	561·9	100	*Nil.*	4·85	8·44	13·9	23·6	3·31	1 in 70	12·0	479	8·7	8·2
South Indian	1,527·7	343	23·56	44·80	48·90	197·6	87·1	7·74	1 in 50	11·46	500	19·9	18·2
2′ 6″ and 2′ 0″ Gauges.													
Bengal-Nagpur	894·3	133	0·51	44·22	152·37	194·1	48·7	0·51	1 in 50	14·0	409	18·8	39·1
Bombay, Baroda and Central India.	153·2	39	*Nil.*	*Nil.*	19·56	30·2	10·2	2·00	1 in 100	9·0	607	16 0	30·6
Burma	16·0	4	*Nil.*	*Nil.*	0·57	*Nil.*	*Nil.*	0·57	1 in 100	..	..	..	..
Eastern Bengal	54·9	20	*Nil.*	*Nil.*	*Nil.*	0·2	0·3	0·23	1 in 200	11·4	500	24·0	48·6
Great Indian Peninsula	201·4	37	0·76	1·24	50·76	48·9	14·2	0·76	1 in 25	12·0	478	19·2	42·2
Jodhpur	25·0	4	*Nil.*	*Nil.*	0·66	2·7	3·3	0·68	1 in 100	12 0	478	5·3	16·4
North Western	446·7	70	57·60	42·50	69·50	44·9	16·7	0·06	1 in 15	52·1	110	14·6	76·9
South Indian	98·7	15	*Nil.*	32·62	9·81	19·7	2·4	2·96	1 in 66	6·0	955	30·2	62·2

10.—Statements of Equipment of Class I Railways on the 31st March 1925.

A.—Locomotives and Rail Motors.

Railway.	Locomotives.				Rail motors.		Remarks.
	Tender.	Tank.	Total.	Total tractive effort. lbs.	No.	Seats.	
1	2	3	4	5	6	7	8
5′ 6″ gauge.							
Bengal-Nagpur	600	84	684	16,373,824	..	..	
Bombay, Baroda and Central India	385	66	451	9,567,643	..	..	
Eastern Bengal	235	60	295	6,188,682	4	26	
East Indian	1,030	319	1,349	25,865,442	..	..	
Great Indian Peninsula — Steam	1,093	220	1,313	29,764,982	19	104	
Great Indian Peninsula — Electric	..	..	*7	..	..	..	*Motor coach composites.
Madras and Southern Mahratta	262	38	300	6,373,827	2	168	
Nizam's Guaranteed State	77	4	81	1,499,256	..	..	
North Western	1,518	89	1,607	33,027,196	24	161	
Oudh and Rohilkhand	292	26	318	5,765,046	..	..	
South Indian	142	10	152	2,921,172	..	..	
Total — Steam	5,634	916	6,550	137,347,070	49	459	
Total — Electric	..	..	*7	..	..	..	
3′ 3⅜″ gauge.							
Assam-Bengal	150	15	165	2,060,739	..	..	
Bengal and North-Western	344	10	354	3,783,216	..	..	
Bombay, Baroda and Central India	461	54	515	5,453,078	..	..	
Burma	314	50	364	4,927,267	..	..	
Eastern Bengal	232	4	236	3,705,503	4	18	
Jodhpur	99	1	100	1,139,912	3	7	
Madras and Southern Mahratta	333	19	352	4,708,477	..	..	
Nizam's Guaranteed State	70	12	82	1,120,784	..	..	
Rohilkund and Kumaon	71	4	75	853,477	..	..	
South Indian	326	84	410	4,860,903	2	140	
Total	2,400	253	2,653	32,613,056	9	165	
2′ 6″ gauge.			Number				
Bengal-Nagpur	..	..	133	1,788,569	..	..	
Bombay, Baroda and Central India	..	..	19	157,484		..	
Eastern Bengal	..	..	10	44,682	..	..	
Great Indian Peninsula	..	..	15	157,720	..	..	
North Western	..	..	100	12,317,605	13	83	
South Indian	..	..	11	138,009	..	..	
Total	..	..	288	14,644,069	13	83	
2′ 0′ gauge.							
Bengal-Nagpur	..	..	15	55,747	..	..	
Jodhpur	..	..	2	12,401	..	..	
Total	..	..	17	68,148	..	..	

10.—Statements of Equipment of Class I Railways on the 31st March 1925— contd.

B.—Coaching Stock.

Railway.	Carriages of uniform class.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	353	56	96	2,346	32,578	359	276	414	1,236	13,384
Bombay, Baroda and Central India	409	98	1,881	..	43,624	65	32	576	..	2,465
Eastern Bengal	231	142	93	798	26,063	108	44	72	371	1,748
East Indian	572	672	864	3,528	51,881	686	540	1,104	1,853	31,839
Great Indian Peninsula — Ordinary	502	1,038	1,357	64	46,324	577	578	2,496	..	20,182
Great Indian Peninsula — Electric	*14	..	..	..	1,680	..	..	..	..	..
Madras and Southern Mahratta	156	38	108	..	17,176	344	112	400	144	14,863
Nizam's Guaranteed State	33	..	..	..	4,358	40	60	269	..	1,330
North Western	783	240	389	1,904	84,351	854	364	630	3,827	37,062
Oudh and Rohilkhand	209	..	..	808	23,057	312	376	560	1,106	11,334
South Indian	96	..	..	..	8,930	82	44	197	..	4,180
Total — Ordinary	3,344	2,284	4,788	9,448	338,342	3,427	2,426	6,718	8,537	138,387
Total — Electric	*14	..	..	..	1,680	..	..	..	..	..
3′ 3⅜″ GAUGE.										
Assam-Bengal	212	..	..	..	11,969	..	..	..	..	..
Bengal and North-Western	320	..	..	176	28,988	667	312	576	1,384	23,600
Bombay, Baroda and Central India	650	48	80	328	49,790	466	378	624	267	11,022
Burma	341	36	..	..	23,539	250	196	250	..	7,593
Eastern Bengal	275	228	..	484	18,501	159	192	24	444	3,300
Jodhpur	61	12	..	289	4,226	70	48	76	468	1,200
Madras and Southern Mahratta	286	128	243	..	17,754	345	176	324	..	8,834
Nizam's Guaranteed State	41	..	..	..	3,953	65	108	240	..	2,141
Rohilkund and Kumaon	61	..	..	..	5,624	115	96	78	82	3,632
South Indian	779	489	439	..	47,668	243	120	320	..	6,744
Total	3,026	941	762	1,277	215,012	2,380	1,626	2,512	2,645	68,066

*Includes 7 driving trailers.

10.—Statements of Equipment of Class I Railways on the 31st March 1925—contd.

B.—Coaching Stock—contd.

Railway.	COMPOSITE CARRIAGES EXCLUDING THOSE FITTED WITH BRAKE OR MAIL COMPARTMENTS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	61	759	864	369	815	57	282	449	154	296
Bombay, Baroda and Central India	108	1,764	2,685	150	1,357	26	158	394	..	..
Eastern Bengal	119	733	1,154	3,922	4,804	32	212	288	96	104
East Indian	312	1,699	3,566	8,566	10,282	60	280	513	476	480
Great Indian Peninsula — Ordinary	258	2,842	6,035	1,088	4,520	49	318	604	..	10
Great Indian Peninsula — Electric	7	105	294	..	966†	..	..	..	..	..
Madras and Southern Mahratta	84	386	1,272	697	2,834	59	247	420	119	203
Nizam's Guaranteed State	9	108	332	..	36	10	60	130	..	..
North Western	589	4,145	5,760	10,812	24,742	134	572	700	942	1,677
Oudh and Rohilkhand	116	957	1,455	1,820	3,478	103	423	421	816	1,438
South Indian	47	487	1,106	..	1,136	12	74	106	..	..
Total — Ordinary	1,703	13,880	24,229	27,424	54,001	512	2,626	4,025	2,603	4,208
Total — Electric	7	105	294	..	966†	..	..	..	..	..
3′ 3⅜″ GAUGE.										
Assam-Bengal	125	1,042	936	769	1,702	..	..	..	..	..
Bengal and North-Western	53	324	486	852	852	95	366	366	470	986
Bombay, Baroda and Central India	121	1,062	1,215	..	1,409	42	210	210	91	109
Burma	119*	895	1,544	..	1,864	25	150	200	..	..
Eastern Bengal	108	621	609	1,356	1,966	70	252	252	258	338
Jodhpur	14	168	191	138	132	20	108	126	16	..
Madras and Southern Mahratta	57	232	468	200	1,092	41	164	246	..	..
Nizam's Guaranteed State	12	108	255	..	196	10	63	138	..	..
Rohilkund and Kumaon	17	135	198	146	350	23	72	75	104	152
South Indian	133	1,002	1,528	75	1,824	42	252	336	..	..
Total	759	5,529	7,430	3,536	11,378	368	1,637	1,949	939	1,585

*Includes 3 motor cars now running as ordinary 2nd and 3rd class carriages

†Includes 672 seats in the 7 Motor coaches shown in column of Statement 10-A (Locomotives).

10.—*Statements of Equipment of Class I Railways on the 31st March 1925*—contd.

B.—Coaching Stock—contd.

Railway.	Composite carriages with brake or mail compartments.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	93	..	120	405	3,981	14	..	..	78	384
Bombay, Baroda and Central India	96	..	..	..	8,027	4	..	..	..	104
Eastern Bengal	104	552	860	2,333	3,860	10	8	..	196	117
East Indian	207	62	10	552	11,523	5	..	..	..	189
Great Indian Peninsula — Ordinary	197	..	72	108	9,122	98	..	320	..	2,930
Great Indian Peninsula — Electric	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	79	..	..	..	4,119	38	..	..	..	500
Nizam's Guaranteed State	12	..	..	..	516	..	..	..	..	..
North Western	272	12	15	..	15,007	9	..	..	..	304
Oudh and Rohilkhand	43	..	..	..	2,630	23	..	..	..	877
South Indian	49	72	144	..	2,021	8	..	..	..	170
Total — Ordinary	1,152	698	1,221	3,398	60,806	269	8	320	274	5,575
Total — Electric	..	..	..	..	..	..	..	..	..	..
3′ 3¾″ GAUGE.										
Assam-Bengal	33	..	..	528	..	63	..	..	252	..
Bengal and North-Western	20	..	..	..	980	21	..	..	..	564
Bombay, Baroda and Central India	129	..	..	138	6,167	19	..	..	..	378
Burma	131	88	48	..	5,370	36	..	..	..	714
Eastern Bengal	104	144	116	360	3,331	6	..	..	..	96
Jodhpur	21	..	..	..	1,220	2	..	..	..	44
Madras and Southern Mahratta	94	..	..	22	3,394	207	..	..	..	1,361
Nizam's Guaranteed State	20	24	96	..	498	2	..	..	..	48
Rohilkund and Kumaon	21	12	18	165	886	1	..	..	16	8
South Indian	176	20*	16	..	6,262	13	..	..	..	194
Total	749	288	294	1,213	28,108	370	..	..	268	3,407

*Includes 12 dining seats.

10.—Statement of Equipment of Class I Railways on the 31st March 1925—contd.

B.—Coaching Stock—*contd.*

Railway.	Military cars.		Dining cars.		Saloons, Royal and State.		Reserved carriages (for use of the public).	
	No.	Seats.	No.	Seats.	Bogies.	Four-wheelers.	Bogies.	Four-wheelers.
					No.	No.	No.	No.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	..	..	12	322	1	..	3	..
Bombay, Baroda and Central India	..	..	*8	†224	‡2	..	5	19
Eastern Bengal	..	..	2	72	2	1	4	3
East Indian	20	1,680	14	360	..	..	7	..
Great Indian Peninsula — Ordinary	18	1,280	28	1,211	3	..	..	6
Great Indian Peninsula — Electric	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	4	90	2	1	2	2
Nizam's Guaranteed State	..	..	..	..	11	5	..	3
North Western	12	792	23	653	16	..	11	..
Oudh and Rohilkhand	..	..	3	84	17	..	5	..
South Indian	..	..	1	11	1	..	..	..
Total — Ordinary	50	4,752	95	3,027	55	7	37	33
Total — Electric	..	..	..	..	..	..	..	..
3′ 3⅜″ GAUGE.								
Assam-Bengal	..	..	1	22	1	2	..	..
Bengal and North-Western	..	..	3	36	1	2	..	8
Bombay, Baroda and Central India	..	..	6	93	§10	§2	8	..
Burma	..	..	2	25	3	..	3	..
Eastern Bengal	..	..	1	18	3	..	..	1
Jodhpur	..	..	3	57	2		..	..
Madras and Southern Mahratta	..	..	8	64	2	..	..	11
Nizam's Guaranteed State	..	..	..	..	4	1	..	1
Rohilkund and Kumaon	..	..	1	24	..	..	..	5
South Indian	..	..	6	108	4	..	511	..
Total	..	..	31	447	30	7	522	16

* Includes one bogie dining car for H. E. the Governor of Bombay built from other than Railway Funds.
† Excludes the seating capacity of the dining car referred to in * above.
‡ Bogie Saloons built from other than Railway Funds.
§ Includes 5 bogie and one 4-wheeled saloons built from Government Funds.
‖ Includes 2 saloons for High Government officials.

10.—Statement of Equipment of Class I Railways on the 31st March 1925—contd.

B.—Coaching Stock—*cont*[1].

Railway.	Brake vans used exclusively on passenger service.	Mails (newspaper letter sorting).	Carriage and motor vans.	Horse vans.	Luggage vans.	Miscellaneous (excluding departmental).	Total coaching vehicles.	Departmental (including officers' carriages)
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	32	..	55	38	29	5	1,112	73
Bombay, Baroda and Central India	70	..	41	28	121	*12	1,014	16
Eastern Bengal	38	..	27	32	59	110	882	44
East Indian	161	16	88	100	81	17	2,346	232
Great Indian Peninsula — Ordinary	183	1	94	125	271	51	2,461	115
Great Indian Peninsula — Electric	..	..	..	..	..	..	21	..
Madras and Southern Mahratta	..	4	36	27	105	1	944	60
Nizam's Guaranteed State	9	1	10	15	..	10	168	10
North Western	326	..	113	191	162	202	3,697	188
Oudh and Rohilkhand	149	..	10	80	26	19	1,115	52
South Indian	..	4	23	18	21	...	362	17
Total — Ordinary	968	26	497	654	875	427	14,101	807
Total — Electric	..	..	..	..	..	..	21	..
3′ 3⅜″ GAUGE.								
Assam-Bengal	5	28	14	20	14	3	521	64
Bengal and North-Western	..	..	5	30	1	2	1,228	15
Bombay, Baroda and Central India	126	..	41	82	29	6	1,737	40
Burma	..	..	26	37	46	54	1,073	102
Eastern Bengal	51	1	15	32	81	73	980	76
Jodhpur	4	..	3	8	4	6	218	13
Madras and Southern Mahratta	..	..	25	42	34	6	1,158	45
Nizam's Guaranteed State	15	..	4	12	..	1	188	24
Rohilkund and Kumaon	..	7	2	12	..	3	268	4
South Indian	56	..	24	20	13	43	1,557	34
Total	257	36	159	295	222	197	8,928	417

* Includes ten postal vans built from other than Railway Funds.

10.—*Statements of Equipment of Class I Railways on the 31st March 1925*—contd.

B.—Coaching Stock—concld.

Railway.	PASSENGER VEHICLES.					Other coaching vehicles.	Total.	Departmental (including officers' carriages).	Remarks.
	No.	Seats by classes.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2′ 6″ gauge.									
Bengal-Nagpur	381	426	487	1,014	12,140	19	400	17	
Bombay, Baroda and Central India.	57	--	158	--	2,850	--	57	--	
Eastern Bengal	67	70	36	162	1,226	--	67	3	
Great Indian Peninsula	44	54	--	--	1,878	2	46	1	
North Western	253	387	553	515	6,944	34	287	12	
South Indian	35	48	--	--	819	--	35	--	
Total	837	985	1,234	1,691	25,857	55	892	33	
2′ 0″ gauge.									
Bengal-Nagpur	--	--	--	--	--	1	1	--	
Jodhpur	5	6	6	--	104	--	5	--	
Total	5	6	6	--	104	1	6	--	

10.—Statement of Equipment of Class I

C.—Goods

Railway.	Covered wagons.					Open wagons (low-sided).					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal-Nagpur	3,712	3,860	..	..	141,335	248	..	..	..	3,782	1,356	10,887
Bombay, Baroda & Central India.	1,360	3,796	..	..	105,272	11	34	51	160	8,732	904	1,003
Eastern Bengal	2,532	4,493	2	..	124,337	480	409	..	..	15,923	101	161
East Indian	755	26,249	..	..	504,359	3,652	*150	..	..	*57,378	2,492	8,738
Great Indian Peninsula	3,174	5,157	..	1,062	197,066	25	..	..	..	375	3,513	1,598
Madras & Southern Mahratta.	1,117	2,904	..	..	79,465	205	..	..	..	2,829	448	719
Nizam's Guaranteed State.	..	633	..	..	13,108	..	..	..	..	..	..	1,284
North Western	322	22,570	712	..	519,227	959	1,104	275	..	46,474	216	2,252
Oudh & Rohilkhand.	2,170	5,341	..	..	147,806	280	..	..	..	2,990	..	180
South Indian	356	813	..	..	22,595	..	..	..	..	..	176	310
Total	15,498	75,821	714	1,062	1,854,570	5,860	1,697	326	160	138,483	9,206	28,032

Railway.	Covered wagons.					Open wagons (low-sided).					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3¾″ Gauge.												
Assam-Bengal	692	3,482	100	..	45,927	..	..	..	..	..	155	..
Bengal & North-Western.	4,302	4,046	1,138	..	107,479	493	..	28	..	4,425	..	..
Bombay, Baroda & Central India.	759	4,363	474	95	68,051	..	243	555	..	11,990	235	132
Burma	565	5,207	176	166	70,223	1,245	317	..	164	16,095	..	3
Eastern Bengal	1,826	621	757	690	51,758	545	138	..	2	6,550	..	4
Jodhpur	..	1,551	291	4	18,924	..	87	..	163	2,647	..	25
Madras & Southern Mahratta.	2,312	2,740	127	..	49 998	174	..	..	..	1,274	..	134
Nizam's Guaranteed State.	..	740	..	..	9,000	..	..	..	..	..	..	281
Rohilkund & Kumaon.	765	476	875	..	28,461	79	150	..	..	2,317	..	..
South Indian	1,414	..	1,440	45	40,976	..	20	..	13	566	603	..
Total	12,635	23,226	5,378	1,000	490,802	2,536	955	583	342	45,864	993	579

* Includes 150 Broad Gauge coal wagons belonging to B. & N. W. Ry., kept for use on the E. I Ry. The total capa-

Railways on the 31st March 1925—contd.

Stock.

WAGONS (HIGH-SIDED).			SPECIAL WAGONS.										
					Timber or rail wagons.								
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Wagons for Live Stock.	Wagons for explosives.	24 tons and under.	Over 24 tons.	Tank Wagons.	Miscellaneous Wagons.	Travelling Cranes.	Brake vans used indiscriminately on passenger, mixed or goods service.	Total goods vehicles.	Railway service vehicles (including inspection trollies).	Road Motors.
14	15	16	17	18	19	20	21	22	23	24	25	26	27
..	781	291,955	46	10	362	550	146	57	38	536	22,589	141	1
7	..	56,336	1,209	14	2	..	100	185	19	258	10,013	829	12
2	..	4,895	..	5	65	12	83	116	7	143	8,616	150	7
..	..	205,666	30	31	..	200	236	705	37	1,035	44,340	898	14
..	221	97,197	3,427	34	346	63	178	15	87	940	19,845	809	14
10	..	21,970	2	24	107	7	85	19	17	273	5,937	147	1
..	..	26,571	..	..	18	..	..	..	2	43	1,980	116	1
..	70	52,035	..	80	274	233	343	15	76	584	30,085	463	7
..	..	3,450	..	8	152	51	14	23	25	87	8,331	381	7
..	..	9,572	..	13	197	12	7	..	4	76	1,964	122	..
19	1,072	769,647	4,714	219	1,523	1,133	1,192	1,135	312	4,005	153,700	4,056	64

WAGONS (HIGH-SIDED).			SPECIAL WAGONS.										
					Timber or rail wagons.								
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Wagons for Live Stock.	Wagons for explosives.	15 tons. and under.	Over 15 tons	Tank Wagons.	Miscellaneous Wagons.	Travelling Cranes.	Brake vans used indiscriminately on passenger, mixed or goods service.	Total goods vehicles.	Railway service vehicles (including inspection trollies).	Road Motors.
14	15	16	17	18	19	20	21	22	23	24	25	26	27
48	..	2,493	8	3	..	149	35	28	18	12	4,730	630	2
..	..	..	..	1	267	60	16	22	23	279	10,675	..	..
482	10	12,292	1,015	33	21	50	25	100	27	180	8,790	600	..
..	4	122	460	9	280	361	56	49	45	213	9,320	109	..
2	4	167	..	2	219	127	26	12	3	55	5,033	202	..
..	..	250	..	3	..	..	8	39	..	59	2,230	5	..
53	..	2,191	127	13	176	..	50	812	22	184	6,924	278	..
..	2	3,413	..	..	20	..	2	..	3	38	1,086	130	..
30	..	540	..	2	100	..	..	7	12	53	2,549	..	..
95	164	9,581	..	9	63	55	63	5	13	199	4,201	1,011	..
710	184	31,052	1,610	75	1,146	802	281	1,074	166	1,272	55,547	2,965	2

city of these wagons is 2,850 tons.

10.—Statement of Equipment of Class I Railways on the 31st March 1925—concld.

C.—Goods Stock—*concld.*

Railway System.	Goods vehicles. Number.	Goods vehicles. Total capacity in tons.	Railway service vehicles.	Remarks.
1	2	3	4	5
2′ 6″ Gauge.				
Bengal-Nagpur	1,638	25,352	32	
Bombay, Baroda and Central India	259	2,605	..	
Eastern Bengal	95	445	..	
Great Indian Peninsula	153	2,358	29	
North Western	725	8,668	75*	* Includes 13 motor Inspection trollies.
South Indian	78	765	1†	† Motor Inspection trolly.
Total ..	2,948	40,193	137	
2′ 0″ Gauge.				
Bengal-Nagpur	520	1,352	..	
Jodhpur	8	45	2	
Total ..	528	1,397	2	

11.—*Statement of net additions to or reductions of equipment of Class I Railways during the year 1924-25.*

Railway.	Locomotives.		Coaching (excluding vehicles used exclusively on Railway service).						Goods stock (excluding vehicles used exclusively on Railway service).				
			Passenger carriages.						Covered wagons.		Open wagons.		
				Seats.									
	No.	Tractive effort (in lbs.).	No.	1st.	2nd.	Inter.	3rd.	Other coaching vehicles.	No.	Capacity (in tons).	No.	Capacity (in tons).	Other wagons.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ gauge.													
Bengal-Nagpur	30	875,568	—7	—8	..	—72	280	1	340	9,384	171	7,152	101
Bombay, Baroda and Central India.	14	398,908	5	146	57	..	1,329	10	237	5,214	—57	—912	24
Eastern Bengal	—1	304,066	10	—10	68	105	1,439	—2	—290	—5,819	—9	—247	9
East Indian	..	422,923	67	136	275	605	6,320	24	416	9,161	584	7,789	138
Great Indian Peninsula { Ordinary	—28	—301,090	117	75	396	131	3,330	14	239	4,972	—62	—749	191
Great Indian Peninsula { Electric	*7	..	21	105	294	..	†2,646	..	..	..	..	..	..
Madras and Southern Mahratta.	—12	—99,096	—1	—48	—141	..	2,290	10	67	1,584	10	309	35
Nizam's Guaranteed State	—1	—10,662	7	..	..	..	980	3	20	439	98	2,202	4
North Western	—9	69,537	158	—88	—112	1,563	15,185	140	—130	—13,582	8	3,479	—15
Oudh and Rohilkhand	1	77,098	15	—58	84	179	2,500	28	—15	—150	..	..	44
South Indian	..	..	—5	..	—23	..	—208	..	..	14	—1	—21	1
Total { Ordinary	—6	1,737,252	366	145	604	2,511	33,445	228	884	11,217	742	18,993	532
Total { Electric	*7	..	21	105	294	..	†2,646	..	..	..	..	..	..
3′ 3⅜″ gauge.													
Assam-Bengal	—12	—81,644	30	—8	—12	14	2,516	5	—7	—70	1	..	23
Bengal and North-Western	..	..	16	12	18	102	1,206	..	157	1,774	..	..	10
Bombay, Baroda and Central India.	8	47,647	11	—60	—152	—122	2,486	—6	254	4,485	—40	434	—4
Burma	1	37,700	6	42	—108	..	554	..	—15	—204	50	575	151
Eastern Bengal	—2	99,054	5	27	8	82	712	—1	—56	—445	—1	—11	—28
Jodhpur	8	156,381	30	50	67	183	1,562	1	294	4,199	..	..	5
Madras and Southern Mahratta.	—7	—71,994	23	—8	—12	..	1,865	2	94	987	..	..	35
Nizam's Guaranteed State	..	..	..	..	..	..	..	1	..	..	..	..	..
Rohilkund and Kumaon	..	..	5	15	18	118	48	..	78	877	..	..	30
South Indian	..	..	27	10	112	..	876	9	—1	..	8	195	8
Total	—4	187,144	153	80	—61	377	11,825	11	798	11,603	18	1,193	230
2′ 6″ & 2′ 0″ Gauges.													
Bengal-Nagpur	8	..	25	..	..	288	698	..	..	..	120	330	..
Bombay, Baroda and Central India.	..	..	15	..	36	..	747	..	..	..	..	—36	..
Eastern Bengal	..	2,003	—1	..	..	..	—32	—3	..	..	..	..	..
Great Indian Peninsula	—3	—10,986	..	..	..	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..	..	..	..	..	..
North Western	7	110,589	..	—38	—36	36	208	..	2	34	..	—17	1
South Indian	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	12	101,606	39	—38	..	324	1,621	—3	2	34	120	277	..

*Motor coach composites. †Includes 672 seats in motor coach composites.

12.—Statement of Passenger Revenue Statistics

Railway	Year.	NUMBER OF PASSENGERS (IN			
		1st.	2nd.	Inter.	3rd.
1	2	3	4	5	6
5′ 6″ GAUGE.					
Bengal-Nagpur	*1923-24*	*37,8*	*217,7*	*908,9*	*18,121,1*
	1924-25	37,1	201,9	990,9	19,075,1
Bombay, Baroda and Central India	*1923-24**	*434,9*	*4,830,8*	*8,4*	*58,613,0*
	1924-25	362,9	4,569,1	9,0	58,612,2
Eastern Bengal	*1923-24*	*125,8*	*429,7*	*2,164,7*	*26,768,0*
	1924-25	121,1	436,3	2,437,6	28,596,9
East Indian	*1923-24*	*89,1*	*520,0*	*3,023,9*	*49,588,8*
	1924-25	96,0	536,9	3,108,7	51,208,0
Great Indian Peninsula	*1923-24*	*146,7*	*1,532,8*	*121,8*	*53,125,4*
	1924-25	139,9	1,538,0	104,2	54,597,3
Madras and Southern Mahratta	*1923-24*	*23,6*	*167,6*	*218,1*	*22,861,6*
	1924-25	21,4	163,1	236,6	22,351,8
Nizam's Guaranteed State	*1923-24*	*9,6*	*59,2*	*Nil*	*3,990,1*
	1924-25	9,5	67,6	*Nil*	4,693,7
North Western (Commercial)	*1923-24*	*89,8*	*552,7*	*3,088,1*	*66,667,7*
	1924-25	84,1	489,4	3,255,1	67,824,9
Do. (Military)	*1923-24*	*15,9*	*76,3*	*272,8*	*8,082,9*
	1924-25	13,6	65,9	269,1	7,943,6
Do. (Total)	*1923-24*	*95,8*	*569,7*	*3,189,4*	*71,731,4*
	1924-25	86,5	490,2	3,363,3	72,858,2
Oudh and Rohilkhand	*1923-24*	*40,5*	*170,5*	*987,5*	*19,647,5*
	1924-25	36,7	158,4	986,2	19,628,8
South Indian	*1923-24*	*13,5*	*127,1*	*Nil*	*9,795,4*
	1924-25	11,6	104,5	*Nil*	8,644,5
TOTAL	*1923-24*	*1,017,2*	*8 625,1*	*10,622,7*	*334,242,3*
	1924-25	922,7	8,266,0	11,236,5	340,266,5
3′ 3⅜″ GAUGE.					
Assam-Bengal	*1923-24*	*17,3*	*40,6*	*174,8*	*8,715,0*
	1924-25	16,2	38,0	183,8	9,630,5
Bengal and North-Western	*1923-24*	*15,8*	*94,5*	*235,2*	*31,807,5*
	1924-25	16,5	94,4	228,6	32,403,4
Bombay, Baroda and Central India	*1923-24*	*30,7*	*166,4*	*30,9*	*31,560,7*
	1924-25	31,2	173,1	10,2	33,030,2
Burma	*1923-24*	*100,3*	*541,9*	*Nil*	*34,065,3*
	1924-25	90,7	581,4	*Nil*	35,031,9
Eastern Bengal	*1923-24*	*19,0*	*72,7*	*242,3*	*13,342,4*
	1924-25	19,7	71,4	274,3	12,593,9
Jodhpur	*1923-24*	*5,8*	*28,7*	*95,5*	*3,317,2*
	1924-25	4,2	23,2	92,0	3,040,3
Madras and Southern Mahratta	*1923-24*	*18,0*	*156,0*	*55,8*	*18,211,9*
	1924-25	14,3	150,7	57,8	18,250,7
Nizam's Guaranteed State	*1923-24*	*6,5*	*60,9*	*Nil*	*5,295,6*
	1924-25	6,9	75,7	*Nil*	6,269,2
Rohilkund and Kumaon	*1923-24*	*8,2*	*30,1*	*51,1*	*6,565,2*
	1924-25	7,3	29,8	47,6	6,357,9
South Indian	*1923-24*	*57,2*	*474,1*	*11,8*	*41,827,9*
	1924-25	48,1	418,3	14,8	38,200,6
TOTAL	*1923-24*	*273,8*	*1,665,9*	*897,4*	*194,708,7*
	1924-25	255,1	1,656,0	909,1	194,808,6
2′ 6″ AND 2′ 0″ GAUGES.					
Bengal-Nagpur	*1923-24*	*5,0*	*21,6*	*58,4*	*3,702,4*
	1924-25	4,7	19,6	57,6	3,887,8
Bombay, Baroda and Central India	*1923-24†*	*Nil*	*4,1*	*Nil*	*1,159,0*
	1924-25	*Nil*	6,2	*Nil*	1,665,0
Eastern Bengal	*1923-24‡*	..	..	..	..
	1924-25	2	4,5	7,5	780,1
Great Indian Peninsula	*1923-24*	*Nil*	*2,5*	*Nil*	*1,723,2*
	1924-25	*Nil*	3,1	*Nil*	2,045,6
Jodhpur (2′ 0″ GAUGE)	*1923-24*	*Nil*	*5*	*Nil*	*65,7*
	1924-25	*Nil*	4	*Nil*	76,0
North Western (Commercial)	*1923-24*	*22,8*	*34,5*	*49,2*	*1,370,6*
	1924-25	18,4	26,5	48,5	1,210,6
Do. (Military)	*1923-24*	*6*	*4,4*	*8*	*351,9*
	1924-25	1,0	4,8	1,9	385,4
Do. (Total)	*1923-24*	*14,1*	*37,6*	*45,8*	*1,687,7*
	1924-25	12,3	29,7	47,2	1,523,1
South Indian	*1923-24*	*Nil*	*1,4*	*Nil*	*617,5*
	1924-25	*Nil*	1,1	*Nil*	530,4
TOTAL	*1923-24*	*19,1*	*67,7*	*104,2*	*8,955,5*
	1924-25	17,2	64,6	112,3	10,508,0
TOTAL CLASS I RAILWAYS	*1923-24*	*1,315,2*	*10,358,7*	*11,624,3*	*537,906,5*
	1924-25	1,195,0	9,986,6	12,257,9	545,583,1

of Class I Railways for the years 1923-24 and 1924-25.

HUNDREDS).			PASSENGER MILES (IN THOUSANDS).					
TOTAL.								REMARKS.
Originating on home line, whether local or foreign.	Other traffic.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
7	8	9	10	11	12	13	14	15
18,543,9	*741,6*	*19,285,5*	*7,287*	*15,226*	*40,760*	*906,220*	*969,493*	
19,519,9	785,1	20,305,0	7,605	15,549	43,536	932,622	999,312	
62,081,2	*1,805,9*	*63,887,1*	*10,075*	*58,251*	*1,743*	*1,245,714*	*1,315,783*	* Including Broach-Jambusar (2′ 6″ gauge) railway.
61,477,0	2,076,2	63,553,2	10,776	57,094	1,524	1,245,343	1,314,737	
28,110,9	*1,377,3*	*29,488,2*	*4,017*	*9,206*	*36,270*	*602,780*	*652,273*	
30,375,5	1,216,4	31,591,9	4,662	10,707	42,337	640,588	698,294	
50,377,9	*2,843,9*	*53,221,8*	*14,017*	*40,221*	*123,830*	*2,250,786*	*2,428,854*	
51,923,5	3,026,1	54,949,6	15,326	41,870	129,660	2,285,860	2,472,696	
53,179,0	*1,747,7*	*54,926,7*	*22,406*	*59,174*	*22,767*	*1,926,280*	*2,030,627*	
54,316,7	2,062,7	56,379,4	21,775	65,754	21,058	1,952,829	2,061,416	
22,262,6	*1,068,3*	*23,270,9*	*4,522*	*14,634*	*14,379*	*714,310*	*747,845*	
21,600,6	1,172,3	22,772,9	4,433	14,323	16,885	708,378	744,019	
3,733,4	*325,5*	*4,058,9*	*814*	*4,149*	*Nil*	*132,030*	*136,993*	
4,356,1	414,7	4,770,8	783	4,162	*Nil*	142,151	147,096	
67,171,2	*3,227,1*	*70,398,3*	*13,937*	*48,277*	*170,400*	*2,595,362*	*2,827,976*	
68,939,0	2,714,5	71,653,5	12,930	45,977	194,454	2,617,985	2,871,346	
6,843,6	*1,604,3*	*8,447,9*	*1,682*	*5,983*	*14,410*	*289,367*	*311,442*	
6,642,7	1,649,5	8,292,2	1,479	5,002	12,695	284,257	303,433	
74,014,9	*1,571,4*	*75,586,3*	*15,619*	*54,260*	*184,810*	*2,884,729*	*3,139,418*	
75,581,7	1,216,5	76,798,2	14,409	50,979	207,149	2,902,242	3,174,779	
19,360,2	*1,485,8*	*20,846,0*	*4,679*	*16,125*	*46,304*	*739,921*	*807,029*	
19,377,3	1,432,8	20,810,1	3,825	15,019	49,514	761,562	829,920	
9,674,4	*261,6*	*9,936,0*	*1,563*	*6,419*	*Nil*	*238,931*	*246,913*	
8,004,4	756,2	8,760,6	1,477	5,822	*Nil*	222,577	229,876	
341,338,4	*13,169,0*	*354,507,4*	*84,999*	*277,665*	*470 863*	*11,641,701*	*12,475,228*	
346,532,7	14,159,0	360,691,7	85,071	281,259	511,663	11,794,152	12,672,145	
8,523,0	*424,7*	*8,947,7*	*1,512*	*2,474*	*10,121*	*285,408*	*299,515*	
9,397,0	471,5	9,868,5	1,511	2,533	10,320	317,665	332,029	
30,921,3	*1,231,7*	*32,153,0*	*1,181*	*5,957*	*11,552*	*1,143,027*	*1,161,717*	
31,370,4	1,372,5	32,742,9	1,231	6,261	11,606	1,180,581	1,199,679	
28,841,6	*2,947,6*	*31,788,7*	*3,101*	*14,309*	*1,348*	*1,248,102*	*1,267,360*	
30,013,1	3,231,6	33,244,7	3,395	13,629	514	1,299,332	1,316,870	
34,707,5	*Nil*	*34,707,5*	*5,121*	*15,439*	*Nil*	*670,166*	*690,726*	
35,704,0	*Nil*	35,704,0	4,713	15,703	*Nil*	687,260	707,676	
11,840,2	*1,836,2*	*13,676,4*	*1,554*	*3,760*	*12,476*	*439,883*	*457,673*	
11,232,4	1,726,9	12,959,3	1,858	4,214	13,021	480,577	499,670	
3,069,7	*377,5*	*3,447,2*	*531*	*2,685*	*5,148*	*157,292*	*165,656*	
2,830,7	329,0	3,159,7	488	2,657	5,430	163,120	171,695	
16,292,0	*2,149,7*	*18,441,7*	*1,813*	*9,176*	*3,916*	*576,897*	*591,802*	
17,501,2	972,3	18,473,5	1,674	9,839	4,661	601,874	617,988	
4,760,6	*602,4*	*5,363,0*	*610*	*3,705*	*Nil*	*176,023*	*180,338*	
5,603,6	748,2	6,351,8	625	3,889	*Nil*	194,263	198,777	
6,337,0	*317,6*	*6,654,6*	*671*	*1,976*	*2,277*	*170,658*	*175,582*	
6,161,4	281,2	6,442,6	602	2,014	2,051	169,263	173,930	
42,042,5	*328,5*	*42,371,0*	*3,219*	*16,321*	*1,738*	*946,415*	*967,693*	
38,014,5	637,3	33,681,8	2,953	15,120	2,321	922,736	943,130	
197,335,4	*10,215,4*	*197,559,8*	*19,313*	*76,302*	*48,576*	*5,813.871*	*5,958,062*	
187,853,3	9,770,5	197,628,8	19,050	75,859	49,864	6,016,671	6,161,444	
3,526,6	*260,8*	*3,787,4*	*343*	*1,293*	*2,577*	*124,877*	*129,090*	
3,680,6	289,1	3,969,7	312	1,187	2,664	131,082	135,245	
1,002,2	*160,9*	*1,163,1*	*Nil*	*101*	*Nil*	*18,072*	*18,173*	† Excluding Broach-Jambusar (2′ 6″ gauge) railway.
1,485,1	186,1	1,671,2	*Nil*	152	*Nil*	25,219	25,371	‡ Included with the Eastern Bengal railway (3′ 3⅜″ gauge).
..	..	..	..	..	..	..	..	
650,0	142,3	792,3	2	64	112	8,445	8,623	
1,505,2	*220,5*	*1,725,7*	*Nil*	*62*	*Nil*	*35,507*	*35,569*	
1,791,3	257,4	2,048,7	*Nil*	77	*Nil*	41,804	41,881	
65,4	*8*	*66,2*	*1*	*8*	*Nil*	*1,168*	*1,177*	
60,5	15,9	76,4	1	6	*Nil*	1,044	1,051	
1,337,0	*140,1*	*1,477,1*	*918*	*1,712*	*1,700*	*45,431*	*49,761*	
1,113,2	190,8	1,304,0	766	1,282	1,666	32,186	35,900	
323,0	*34,7*	*357,7*	*22*	*121*	*21*	*9,752*	*9,916*	
327,3	65,8	393,1	38	158	59	11,154	11,409	
1,660,0	*125,2*	*1,785,2*	*940*	*1,833*	*1,721*	*55,183*	*59,677*	
1,440,5	171,8	1,612,3	804	1,440	1,725	43,341	47,310	
605,5	*13,4*	*618,9*	*Nil*	*32*	*Nil*	*10,854*	*10,886*	
483,1	48,4	531,5	*Nil*	26	*Nil*	9,349	9,375	
8,364,9	*781,6*	*9,146,5*	*1,284*	*3,329*	*4,298*	*245,661*	*254,572*	
9,591,1	1,111,0	10,702,1	1,119	2,952	4,501	260,284	268,856	
537,038,7	*24,762,3*	*561,204,7*	*105,596*	*357,296*	*523,737*	*17,701,233*	*18,687,862*	
543,982,1	25,040,5	569,022,6	105,240	360,070	566,028	18,071,107	19,102,445	

12.—*Statement of Passenger Revenue Statistics*

Railway.	Year.	Average miles a passenger was carried.				
		1st.	2nd.	Inter.	3rd.	Total.
16	17	18	19	20	21	22
5′ 6″ gauge.						
Bengal Nagpur	*1923-24*	*192·7*	*69·9*	*44·8*	*50·0*	*50·3*
	1924-25	205·1	77·0	43·9	48·9	49·2
Bombay, Baroda and Central India	*1923-24*	*23·0*	*12·0*	*207·0*	*21·0*	*21·0*
	1924-25	29·7	12·5	169·1	21·2	20·7
Eastern Bengal	*1923-24*	*31·9*	*21·4*	*16·7*	*22·5*	*22·1*
	1924-25	38·4	24·5	17·3	22·4	22·1
East Indian	*1923-24*	*157·3*	*77·3*	*41·0*	*45·4*	*45·6*
	1924-25	159·6	77·9	41·7	44·6	45·0
Great Indian Peninsula	*1923-24*	*152·8*	*38·6*	*186·9*	*36·3*	*37·0*
	1924-25	155·7	42·8	202·1	35·8	36·6
Madras and Southern Mahratta	*1923-24*	*192·0*	*87·3*	*65·9*	*31·2*	*32·1*
	1924-25	206·9	87·8	71·4	31·7	32·7
Nizam's Guaranteed State	*1923-24*	*84·6*	*70·1*	*Nil*	*33·1*	*33·8*
	1924-25	82·4	61·6	*Nil*	30·3	30·8
North Western (Commercial)	*1923-24*	*155·2*	*87·3*	*55·2*	*38·9*	*40·2*
	1924-25	153·6	93·9	59·7	38·6	40·6
Do. (Military)	*1923-24*	*106·0*	*78·4*	*52·8*	*35·8*	*36·9*
	1924-25	108·9	75·9	47·2	35·8	36·6
Do. (Total)	*1923-24*	*163·0*	*95·2*	*57·9*	*40·2*	*41·5*
	1924-25	166·6	103·9	61·6	39·8	41·3
Oudh and Rohilkhand	*1923-24*	*115·4*	*94·6*	*46·9*	*37·7*	*38·7*
	1924-25	104·4	94·8	50·2	38·8	39·9
South Indian	*1923-24*	*116·5*	*56·5*	*Nil*	*24·4*	*24·9*
	1924-25	126·8	55·7	*Nil*	25·7	26·2
Total	*1923-24*	*83·5*	*32·2*	*44·3*	*34·8*	*35 2*
	1924-25	92·1	34·0	45·5	37·7	35·1
3′ 3⅜″ gauge.						
Assam-Bengal	*1923-24*	*87·6*	*60·9*	*57·9*	*32·7*	*33·5*
	1924-25	93·5	66·6	56·1	32·9	33·7
Bengal and North Western	*1923-24*	*74·8*	*63·0*	*49·1*	*35·9*	*36·1*
	1924-25	74·7	66·3	50·8	37·7	36·6
Bombay, Baroda and Central India	*1923-24*	*101·0*	*89·0*	*44·0*	*40·0*	*40·0*
	1924-25	108·7	78·8	50·2	39·3	39·6
Burma	*1923-24*	*51·0*	*28·4*	*Nil*	*19·7*	*19·9*
	1924-25	52·0	27·0	*Nil*	19·6	19·8
Eastern Bengal	*1923-24*	*81·8*	*51·7*	*51·4*	*32·9*	*33·4*
	1924-25	94·2	59·0	47·4	38·1	38·5
Jodhpur	*1923-24*	*91·6*	*93·6*	*53·9*	*47·4*	*48·1*
	1924-25	117·3	114·7	59·0	53·7	54·3
Madras and Southern Mahratta	*1923-24*	*100·6*	*58·8*	*70·2*	*31·7*	*32·1*
	1924-25	117·0	65·3	79·6	33·0	33·5
Nizam's Guaranteed State	*1923-24*	*93·5*	*60·8*	*Nil*	*33·2*	*33·6*
	1924-25	90·5	51·4	*Nil*	31·0	31·3
Rohilkund & Kumaon	*1923-24*	*82·0*	*65·7*	*44·6*	*26·0*	*26·4*
	1924-25	82·4	67·6	43·1	26·6	27·0
South Indian	*1923-24*	*66·3*	*34·4*	*147·8*	*22·6*	*22·8*
	1924-25	61·3	36·2	157·2	24·2	24·4
Total	*1923-24*	*69·3*	*45·8*	*54·1*	*29·8*	*31·6*
	1924-25	74·7	45·8	54·8	30·9	31·1
2′ 6″ and 2′ 0″ gauges.						
Bengal-Nagpur	*1923-24*	*67·7*	*59·9*	*44·1*	*33·7*	*34·1*
	1924-25	66·9	60·5	46·3	33·7	34·1
Bombay, Baroda and Central India	*1923-24*	*Nil*	*24·0*	*Nil*	*16·0*	*16·0*
	1924-25	*Nil*	24·6	*Nil*	15·2	15·2
Eastern Bengal	*1923-24**	..	..	..	..	..
	1924-25	16·9	14·3	14·8	10·8	10·8
Great Indian Peninsula	*1923-24*	*Nil*	*25·0*	*Nil*	*20·6*	*20·6*
	1924-25	*Nil*	24·7	*Nil*	20·4	20·4
Jodhpur (2′ 0″ gauge)	*1923-24*	*20·6*	*16·4*	*Nil*	*17·8*	*17·8*
	1924-25	21·2	15·7	*Nil*	13·8	13·8
North Western (Commercial)	*1923-24*	*40·2*	*49·6*	*34·5*	*33·1*	*33·7*
	1924-25	41·6	48·2	34·3	26·6	27·5
Do. (Military)	*1923-24*	*34·1*	*27·4*	*24·8*	*27·7*	*27·7*
	1924-25	38·9	33·2	30·8	28·9	29·0
Do. (Total)	*1923-24*	*66·8*	*48·8*	*37·6*	*32·7*	*33·4*
	1924-25	65·3	48·5	36·5	28·4	29·3
South Indian	*1923-24*	*Nil*	*23·4*	*Nil*	*17·6*	*17·6*
	1924-25	*Nil*	23·3	*Nil*	17·6	17·6
Total	*1923-24*	*67·2*	*49·2*	*41·2*	*27·4*	*27·8*
	1924-25	65·1	45·7	40·1	24·8	25·1
Total Class I Railways	*1923-24*	*80·3*	*34·5*	*45·1*	*32·9*	*33·3*
	1924-25	88·1	36·1	46·2	33·1	33·6

of Class I Railways for the years 1923-24 and 1924-25—concld.

Earnings from passengers carried (in thousands).					Average rate in pies charged per passenger per mile.					Remarks.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
23	24	25	26	27	28	29	30	31	32	33
Rs.	Rs.	Rs.	Rs.	Rs.						
7,96	*7,90*	*10,78*	*1.68.98*	*1,95,62*	*21·0*	*9·96*	*5·08*	*3·58*	*3·87*	
8,30	8,07	11,26	1,72,59	2,00,22	21·0	9·97	4·97	3·55	3·85	
10,14	*22,69*	*66*	*1,99,79*	*2,33,28*	*19·3*	*7·48*	*7·33*	*3 07*	*3·40*	
9,09	20,99	58	2,01,50	2,32,16	16·2	7·06	7·34	3·31	3·39	
5,07	*5,45*	*8,51*	*1,04,89*	*1,23,92*	*22·2*	*11·3*	*4·50*	*3·33*	*3·64*	
5,02	5,75	9,93	1,11,30	1,32,00	20·6	10·3	4·50	3·35	3·62	
19,31	*25,22*	*32,68*	*4,08,00*	*4,85,21*	*26·4*	*12·0*	*5·07*	*3·48*	*3·84*	
17,43	22,16	31,15	4,13,96	4,84,70	21·8	10·2	4·61	3·48	3·76	
26,80	*33,58*	*8,41*	*3,78,24*	*4,47,03*	*23·0*	*10·9*	*7·10*	*3·77*	*4·23*	
25,91	32,77	7,71	3,86,39	4,52,84	22·8	9·57	7·09	3·80	4·22	
6,51	*9,20*	*4,10*	*1,28,37*	*1,48,18*	*27·7*	*12·1*	*5·48*	*3·45*	*3·80*	
5,66	8,24	4,39	1,28,29	1,46,58	24·5	11·0	4·99	3·48	3·78	
69	*1,71*	*Nil*	*21,47*	*23,87*	*16·4*	*7·92*	*N l*	*3·12*	*3·35*	
64	1,72	*Nil*	22,99	25,35	15·7	7·95	*N l*	3·11	3·31	
13,15	*25,66*	*42,33*	*4,55,95*	*5,37,09*	*18·1*	*10·2*	*4·77*	*3·37*	*3·65*	
12,75	23,80	49,06	4,71,53	5,57,14	18·9	9·9	4·84	3·46	3·73	
1,64	*3,13*	*3,80*	*53,30*	*61,87*	*18·7*	*10·0*	*5·06*	*3·53*	*3·81*	
1,45	2,72	3,34	52,16	59,67	18·8	10·4	5·04	3·52	3·77	
14,79	*28,79*	*46,13*	*5,09,25*	*5,98,96*	*18·2*	*10·2*	*4·79*	*3·40*	*3·66*	
14,20	26,52	52,40	5,23,69	6,16,81	18·9	9·9	4·86	3·46	3·73	
4,92	*7,72*	*13,02*	*1,35,28*	*1,60,94*	*20·2*	*9·19*	*5·40*	*3·51*	*3·83*	
4,23	7,23	12,79	1,34,19	1,58,44	21·3	9·24	4·96	3·38	3·67	
2,28	*4,27*	*Nil*	*50,28*	*56,83*	*28·0*	*12·8*	*Nil*	*4·04*	*4·42*	
2,06	3,92	*N.l*	47,32	53,30	26·8	12·9	*Nil*	4·08	4·45	
98,47	*1,46,53*	*1,24,29*	*21,04,55*	*24,73,84*	*22·2*	*10·1*	*5·07*	*3·47*	*3·81*	
92,54	1,37,37	1,30,27	21,42,22	25,02,40	20·8	9·38	4·89	3·49	3·79	
2,21	*1,59*	*2,28*	*55,09*	*61,17*	*28·0*	*12·5*	*4·32*	*3·70*	*3·92*	
2,15	1,65	2,44	61,25	67,79	27·4	12·5	4·54	3·70	3·90	
1,08	*2,65*	*2,68*	*1,48,37*	*1,54,78*	*17·5*	*8·55*	*4 46*	*2·50*	*2·56*	
1,13	2,76	2,69	1,53,21	1,59,79	17·6	8·45	4·46	2·49	2·56	
4,08	*9,00*	*42*	*2,10,17*	*2,23,67*	*25 3*	*11 7*	*5 98*	*3·23*	*3·39*	
4,04	8,53	14	2,18,15	2,30,86	22·8	12·0	5·30	3·22	3·37	
6,17	*8,67*	*N l*	*1,36,43*	*1,51,27*	*23·1*	*10·8*	*N l*	*3·91*	*4·20*	
5,64	8,66	*N l*	1,40,36	1,54,66	23·0	10·6	*N l*	3·92	4·20	
2,25	*2,66*	*3,24*	*80.12*	*88,27*	*27·8*	*13·5*	*4·99*	*3·49*	*3·70*	
2,28	2,54	3,50	87,54	95,86	23·6	11·6	5·16	3·49	3·68	
89	*2,02*	*1,64*	*33,27*	*37,82*	*32·2*	*14·5*	*6·12*	*4·06*	*4·38*	
67	1,90	1,62	34,82	39,01	26·3	13·7	5·75	4·10	4·36	
2,68	*6,17*	*1,18*	*1,05,54*	*1.15,57*	*28·3*	*12·9*	*5·79*	*3·51*	*3·75*	
2,20	5,92	1,20	1,09,55	1,18,87	25·2	11·6	5·00	3·49	3·69	
54	*1,56*	*N.l*	*27,40*	*29,50*	*17·0*	*8·11*	*Nil*	*2·99*	*3·14*	
54	1,66	*N.l*	30,15	32,35	16·6	8·18	*Nil*	2·98	3·12	
91	*1,23*	*51*	*24,67*	*27,32*	*26·0*	*11·9*	*4·34*	*2·77*	*2·99*	
80	1,22	48	24,11	26,61	25·5	11·6	4·48	2·74	2·94	
5,28	*10,35*	*68*	*1,93,61*	*2,09,92*	*31·5*	*12·2*	*7·50*	*3·93*	*4·17*	
4,80	9,57	91	1,86,70	2,01,98	31·2	12·2	7·53	3·88	4·11	
26,09	*45,90*	*12,63*	*10,14,67*	*10,99,29*	*25 9*	*11·5*	*4·99*	*3·35*	*3 54*	
24,25	44,41	12,98	10,45,81	11,27,48	24·4	11·2	5·00	3·34	3·51	
38	*72*	*69*	*23,12*	*24,91*	*21·5*	*10·6*	*5·14*	*3·55*	*3·70*	
35	65	72	24,32	26,04	21·7	10·5	5·17	3·36	3·70	
N l	*9*	*N l*	*4,23*	*4,32*	*Nil*	*18 0*	*Nil*	*4 50*	*4·57*	
Nil	14	*N l*	5,91	6,05	*N l*	17·9	*Nil*	4·50	4·58	
..	..	..	..	..	..	..	..	..	..	
Nil	4	3	1 66	1.73	28·1	12·4	5·57	3·76	3·85	*Included with the Eastern Bengal railway (3'·3⅜" gauge.)
Nil	*10*	*N l*	*9,25*	*9,35*	*Nil*	*30·0*	*Nil*	*5·00*	*5·04*	
Nil	12	*Nil*	10,89	11,01	*Nil*	29·3	*N.l*	5·00	5·04	
Nil	*1*	*Nil*	*29*	*30*	*43·5*	*19·6*	*Nil*	*4·77*	*4·89*	
Nil	1	*Nil*	33	34	41·9	20·8	*Nil*	6·00	6·11	
2,63	*2,01*	*1,19*	*13,22*	*19,05*	*54·9*	*22·5*	*13·5*	*5·58*	*7·34*	
2,38	1,93	1,27	11,52	17,10	59·7	28·9	14·6	6·87	9·15	
2	*5*	*1*	*1,80*	*1,88*	*17·4*	*8·56*	*5·93*	*3·54*	*3·64*	
5	9	2	2,48	2,64	25·4	10·6	7·40	4·26	4·44	
2,65	*2,06*	*1,20*	*15,02*	*20,93*	*54·0*	*21·6*	*13·4*	*5·22*	*6·73*	
2,43	2,02	1,29	14,00	19,74	58·0	26·9	14·4	6·20	8·01	
Nil	*4*	*N l*	*2,11*	*2,15*	*Nil*	*22·5*	*Nil*	*3·74*	*3·80*	
N l	3	*N l*	1,81	1,84	*Nil*	22·6	*Nil*	3·72	3·78	
3,03	*3,02*	*1,89*	*54,02*	*61,96*	*45 3*	*17·4*	*8·44*	*4·22*	*4·67*	
2,78	3,01	2,04	58,92	66,75	47·7	19·6	8·32	4·35	4·76	
1,27,59	*1,95,45*	*1,38,81*	*31,73,24*	*36,35,09*	*23 2*	*10·5*	*5·09*	*3·44*	*3·73*	
1,19,57	1,84,79	1,45,29	32,46,98	36,96,63	21·8	9·93	4·92	3·45	3·71	

13.—*Statement of Goods Revenue Statistics*

Railway.	Year.	Number of: General merchandise including live-stock.	Coal and coke for the public and foreign railways.	Coal and coke on Revenue account and for construction.	Other revenue stores including materials for construction.	Total.
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal-Nagpur	*1923-24*	*4,769*	*3,820*	*698*	*870*	*10,157*
	1924-25	5,665	4,386	832	928	11,811
Bombay, Baroda and Central India	*1923-24*	*3,409*	*411*	*355*	*959*	*5,134*
	1924-25	3,173	457	398	514	4,542
Eastern Bengal	*1923-24*	*2,396*	*1,250*	*265*	*287*	*4,198*
	1924-25	2,668	1,429	283	475	4,855
East Indian	*1923-24*	*5,585*	*10,610*	*1,410*	*1,410*	*19,015*
	1924-25	6,348	12,082	1,488	1,441	21,359
Great Indian Peninsula	*1923-24*	*5,760*	*956*	*1,076*	*1,832*	*9,624*
	1924-25	6,171	1,115	1,217	1,640	10,143
Madras and Southern Mahratta	*1923-24*	*2,245*	*307*	*436*	*260*	*3,248*
	1924-25	2,592	313	375	327	3,607
Nizam's Guaranteed State	*1923-24*	*675*	*407*	*123*	*78*	*1,283*
	1924-25	670	396	117	128	1,311
North Western (Commercial)	*1923-24*	*6,515*	*527*	*1,024*	*3,670*	*11,736*
	1924-25	7,254	876	1,038	3,038	12,206
Do. (Military)	*1923-24*	*1,264*	*60*	*223*	*1,064*	*2,611*
	1924-25	1,359	75	157	938	2,529
Do. (Total)	*1923-24*	*8,953*	*569*	*1,185*	*3,944*	*12,651*
	1924-25	8,443	863	1,105	3,367	13,778
Oudh and Rohilkhand	*1923-24*	*1,656*	*772*	*192*	*1,345*	*3,965*
	1924-25	1,806	923	214	1,701	4,644
South Indian	*1923-24*	*1,039*	*5*	*128*	*117*	*1,289*
	1924-25	1,053	11	162	79	1,305
TOTAL	*1923-24*	*34,487*	*19,107*	*5,868*	*11,102*	*70,564*
	1924-25	38,589	21,975	6,191	10,600	77,355
3′ 3⅜″ GAUGE.						
Assam-Bengal	*1923-24*	*705*	*122*	*66*	*195*	*1,088*
	1924-25	797	135	117	137	1,186
Bengal and North-Western	*1923-24*	*2,226*	*221*	*255*	*223*	*2,925*
	1924-25	2,461	287	253	287	3,288
Bombay, Baroda and Central India	*1923-24*	*2,548*	*269*	*243*	*360*	*3,420*
	1924-25	2,833	356	296	214	3,699
Burma	*1923-24*	*2,788*	*36*	*214*	*1,054*	*4,092*
	1924-25	3,112	48	136	1,107	4,403
Eastern Bengal	*1923-24*	*1,532*	*238*	*172*	*248*	*2,190*
	1924-25	1,656	280	158	395	2,489
Jodhpur	*1923-24*	*752*	*10*	*69*	*96*	*927*
	1924-25	769	10	106	167	1,052
Madras and Southern Mahratta	*1923-24*	*1,850*	*27*	*254*	*179*	*2,310*
	1924-25	2,004	30	167	194	2,395
Nizam's Guaranteed State	*1923-24*	*440*	*35*	*28*	*138*	*641*
	1924-25	473	31	32	69	605
Rohilkund & Kumaon	*1923-24*	*708*	*10*	*38*	*79*	*835*
	1924-25	761	12	34	96	903
South Indian	*1923-24*	*2,379*	*31*	*177*	*529*	*3,116*
	1924-25	1,999	34	185	558	2,776
TOTAL	*1923-24*	*15,928*	*999*	*1,516*	*3,101*	*21,544*
	1924-25	16,865	1,223	1,484	3,224	22,796
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	*1923-24*	*672*	*85*	*35*	*103*	*895*
	1924-25	772	83	55	108	1,018
Bombay, Baroda and Central India	*1923-24*	*192*	*5*	*2*	*3*	*202*
	1924-25	220	4	2	2	228
Eastern Bengal	*1923-24**	..	..	..	..	..
	1924-25	17	1	..	5	23
Great Indian Peninsula	*1923-24*	*158*	*11*	..	..	*169*
	1924-25	204	11	..	..	215
Jodhpur (2′ 0″ gauge)	*1923-24*	*4*	..	..	*1*	*5*
	1924-25	5	..	..	..	5
North Western (Commercial)	*1923-24*	*224*	*26*	*18*	*111*	*379*
	1924-25	199	28	10	79	316
Do. (Military)	*1923-24*	*63*	*1*	..	*12*	*76*
	1924-25	130	4	4	11	149
Do. (Total)	*1923-24*	*279*	*27*	*18*	*123*	*447*
	1924-25	312	30	12	89	443
South Indian	*1923-24*	*39*	..	..	*3*	*42*
	1924-25	44	..	1	1	46
TOTAL	*1923-24*	*1,344*	*128*	*55*	*233*	*1,760*
	1924-25	1,574	129	70	205	1,978
TOTAL CLASS I RAILWAYS	*1923-24*	*51,759*	*20,234*	*7,439*	*14,436*	*93,868*
	1924-25	57,028	23,327	7,745	14,029	102,129

of Class I Railways for the years 1923-24 and 1924-25. (In thousands).

TONS CARRIED.			NET TON MILES.					
Originating on home line whether local or foreign.	Other traffic.	Total.	Genera' merchandise including live-stock.	Coal and coke for the public and foreign railways.	Coal and coke on Revenue account and for construction.	Other revenue st ores including materials for construction.	Total.	REMARKS.
8	9	10	11	12	13	14	15	16
8,782	*1,375*	*10,157*	*941,042*	*880,129*	*186,277*	*87,818*	*2,095,266*	
10,344	1,467	11,811	1,115,978	875,238	196,920	72,428	2,260,564	
3,473	*1,391*	*5,134*	*664,748*	*154,948*	*111,558*	*42,517*	*973,771*	
2,641	1,901	4,542	708,822	161,559	84,165	30,889	985,435	
1,352	*2,846*	*4,198*	*239,800*	*68,269*	*32,943*	*28,364*	*369,376*	
1,787	3,068	4,855	293,663	83,921	37,798	22,152	437,534	
16,577	*2,438*	*19,015*	*1,500,210*	*3,229,819*	*343,671*	*110,618*	*5,184,318*	
18,413	2,946	21,359	1,513,014	3,824,850	346,900	114,169	5,798,933	
5,808	*3,816*	*9,624*	*1,715,592*	*363,946*	*359,747*	*90,254*	*2,529,539*	
6,220	3,923	10,143	2,044,832	403,027	372,053	91,866	2,911,778	
1,702	*1,546*	*3,248*	*374,813*	*104,568*	*80,557*	*29,388*	*589,326*	
1,927	1,680	3,607	482,766	101,695	77,689	36,402	698,552	
1,034	*249*	*1,283*	*85,669*	*45,262*	*14,995*	*2,854*	*148,780*	
1,042	269	1,311	86,327	50,101	14,754	4,964	156,146	
8,770	*2,966*	*11,736*	*1,721,058*	*129,237*	*465,039*	*156,836*	*2,472,170*	
9,208	2,998	12,206	2,412,490	181,949	355,418	172,426	3,122,283	
1,660	*951*	*2,611*	*160,057*	*12,236*	*36,571*	*44,179*	*253,043*	
1,657	872	2,529	143,861	13,493	21,286	38,743	217,383	
10,431	*2,220*	*12,651*	*1,881,116*	*141,472*	*501,610*	*201,014*	*2,725,212*	
10,866	2,912	13,778	2,556,351	195,443	376,703	211,169	3,339,666	
2,265	*1,700*	*3,965*	*267,153*	*334,588*	*52,917*	*28,269*	*682,927*	
2,779	1,865	4,644	275,562	383,561	61,055	43,356	763,534	
920	*369*	*1,289*	*113,164*	*719*	*14,763*	*6,452*	*135,098*	
742	563	1,305	129,373	1,671	15,543	5,856	152,443	
52,614	*17,950*	*70,564*	*7,783,307*	*5,323,720*	*1,699,038*	*627,548*	*15,433,613*	
56,761	20,594	77,355	9,206,688	6,081,066	1,583,580	633,251	17,504,585	
881	*207*	*1,088*	*110,163*	*17,329*	*8,112*	*14,457*	*150,061*	
869	317	1,186	128,277	17,086	14,692	14,142	174,197	
2,051	*874*	*2,925*	*345,694*	*25,172*	*38,059*	*16,062*	*424,987*	
2,296	992	3,288	378,087	32,943	40,335	22,459	473,824	
1,545	*1,875*	*3,420*	*580,393*	*61,798*	*71,117*	*31,513*	*744,821*	
1,727	1,972	3,699	645,178	89,433	85,602	28,286	848,499	
4,092	..	*4,092*	*451,200*	*18,428*	*34,280*	*89,118*	*593,026*	
4,403	..	4,403	496,558	26,250	20,607	94,830	638,245	
1,162	*1,028*	*2,190*	*148,355*	*23,162*	*16,110*	*29,973*	*217,600*	
1,335	1,154	2,489	171,163	34,765	16,120	27,852	249,900	
443	*484*	*927*	*107,423*	*1,534*	*12,273*	*7,806*	*129,036*	
492	560	1,052	177,475	2,008	14,333	10,529	204,345	
1,579	*731*	*2,310*	*301,335*	*5,362*	*75,435*	*20,823*	*402,955*	
1,589	806	2,395	341,231	4,927	58,580	22,743	427,481	
417	*224*	*641*	*61,026*	*5,293*	*6,074*	*2,449*	*74,842*	
369	236	605	67,800	5,080	6,227	2,624	81,731	
747	*88*	*835*	*69,560*	*469*	*2,528*	*3,937*	*76,494*	
770	133	903	73,211	497	2,505	4,284	80,497	
2,912	*204*	*3,116*	*234,037*	*2,212*	*32,173*	*28,230*	*296,652*	
2,465	311	2,776	230,472	2,971	22,038	27,080	282,561	
15,829	*5,715*	*21,544*	*2,409,186*	*160,759*	*296,161*	*244,368*	*3,110,474*	
16,315	6,481	22,796	2,709,452	215,960	281,039	254,829	3,461,280	
799	*96*	*895*	*39,590*	*10,355*	*4,063*	*5,461*	*59,469*	
887	131	1,018	42,607	9,077	7,256	5,192	64,132	
202	..	*202*	*4,041*	*163*	*86*	*49*	*4,339*	
188	40	228	4,744	120	88	51	5,003	
..	..	..	..	..	..	..	..	
13	10	23	257	14	..	72	343	
80	*89*	*169*	*6,543*	*317*	..	..	*6,860*	
97	118	215	7,805	331	..	..	8,136	
4	*1*	*5*	*93*	..	..	*24*	*117*	
4	1	5	73	3	..	6	82	
270	*109*	*379*	*14,748*	*1,368*	*684*	*1,905*	*18,705*	
214	102	316	9,567	1,172	466	1,939	13,144	
59	*17*	*76*	*3,091*	*50*	*2*	*185*	*3,328*	
122	27	149	4,619	233	193	344	5,389	
329	*118*	*447*	*17,839*	*1,418*	*686*	*2,989*	*22,032*	
335	108	443	14,186	1,405	659	2,283	18,533	
28	*14*	*42*	*1,291*	..	*2*	*116*	*1,409*	
28	18	46	1,511	..	19	60	1,590	
1,442	*318*	*1,760*	*69,397*	*12,253*	*4,837*	*7,739*	*94,226*	
1,552	426	1,978	71,183	10,950	8,022	7,664	97,819	
69,885	*23,983*	*93,868*	*10,261,890*	*5,496,732*	*2,000,036*	*879,655*	*18,638,313*	
74,628	27,501	102,129	11,987,323	6,307,976	1,872,641	895,744	21,063,684	

*Included with the Eastern Bengal railway (3'3½" gauge).

13.—*Statement of Goods Revenue Statistics*

Railway.	Year.	Average miles a ton of goods was carried.				
		General merchandise including live stock.	Coal & coke for the public & foreign railways.	Coal & coke on revenue account and for construction.	Other Revenue stores including materials for construction.	Total.
17	18	19	20	21	22	23
5′ 6″ GAUGE.						
Bengal-Nagpur	*1923-24*	*197·3*	*230·4*	*266·8*	*100·8*	*206·3*
	1924-25	197·0	199·5	236·8	78·0	191·4
Bombay, Baroda and Central India	*1923-24*	*195·0*	*377·0*	*314·2*	*44·3*	*189·0*
	1924-25	223·0	353·0	212·0	60·0	217·7
Eastern Bengal	*1923-24*	*100·1*	*54·6*	*124·3*	*98·7*	*88·0*
	1924-25	110·1	58·7	133·4	46·7	90·1
East Indian	*1923-24*	*268·7*	*304·4*	*243·7*	*78·5*	*272·7*
	1924-25	238·4	316·6	233·1	79·2	271·5
Great Indian Peninsula	*1923-24*	*297·9*	*380·6*	*334·5*	*49·3*	*262·8*
	1924-25	331·4	361·4	305·7	56·0	237·1
Madras and Southern Mahratta	*1923-24*	*166·9*	*340·5*	*185·0*	*113·0*	*181·5*
	1924-25	186·3	224·6	207·1	111·2	193·7
Nizam's Guaranteed State	*1923-24*	*127·0*	*111·3*	*121·4*	*36·7*	*116·0*
	1924-25	128·8	126·7	126·4	38·7	119·1
North Western (Commercial)	*1923-24*	*264·1*	*245·1*	*454·2*	*42·7*	*210·6*
	1924-25	332·6	207·8	342·3	56·8	255·8
Do. (Military)	*1923-24*	*126·6*	*202·5*	*163·7*	*41·6*	*96·9*
	1924-25	105·8	179·8	135·3	41·3	86·0
Do. (Total)	*1923-24*	*270·5*	*248·6*	*423·2*	*51·0*	*215·4*
	1924-25	302·8	226·5	340·9	62·7	242·4
Oudh and Rohilkhand	*1923-24*	*161·3*	*433·6*	*275·5*	*21·0*	*172·2*
	1924-25	152·6	415·6	285·8	25·5	151·4
South Indian	*1923-24*	*108·9*	*159·3*	*114·9*	*55·3*	*104·8*
	1924-25	122·8	160·8	95·9	73·9	116·8
TOTAL	*1923-24*	*225·7*	*278·6*	*289·5*	*56·5*	*218·7*
	1924-25	238·6	276·7	255·8	59·7	226·2
3′ 3⅜″ GAUGE.						
Assam-Bengal	*1923-24*	*156·3*	*141·5*	*122·2*	*74·3*	*137·9*
	1924-25	161·1	126·6	125·0	102·9	146·8
Bengal and North-Western	*1923-24*	*155·3*	*113·9*	*149·4*	*71·9*	*145·3*
	1924-25	153·6	114·8	159·5	78·1	144·1
Bombay, Baroda and Central India	*1923-24*	*227·8*	*229·7*	*292·7*	*87·5*	*217·8*
	1924-25	228·0	251·0	289·0	132·0	229·0
Burma	*1923-24*	*161·8*	*512·0*	*160·5*	*84·6*	*144·9*
	1924-25	159·6	547·2	151·6	85·6	144·9
Eastern Bengal	*1923-24*	*96·9*	*97·4*	*93·4*	*121·1*	*99·4*
	1924-25	103·3	124·4	102·3	70·4	100·4
Jodhpur	*1923-24*	*142·8*	*153·4*	*177·8*	*81·3*	*139·2*
	1924-25	230·9	196·0	134·7	63·0	194·2
Madras and Southern Mahratta	*1923-24*	*162·9*	*203·1*	*297·0*	*116·1*	*174·5*
	1924-25	170·3	162·6	349·9	117·5	178·5
Nizam's Guaranteed State	*1923-24*	*138·5*	*151·5*	*215·5*	*17·8*	*116·7*
	1924-25	143·3	164·4	198·0	57·9	135·2
Rohilkund & Kumaon	*1923-24*	*98·3*	*44·7*	*67·0*	*50·0*	*91·6*
	1924-25	96·2	41·4	73·7	44·7	89·2
South Indian	*1923-24*	*98·4*	*72·2*	*181·8*	*53·3*	*95·2*
	1924-25	115·3	87·1	119·0	48·6	101·8
TOTAL	*1923-24*	*151·3*	*160·9*	*195·4*	*79·6*	*144·4*
	1924-25	160·6	176·6	189·4	79·0	151·8
2′ 6″ AND 2′ 0″ GAUGES						
Bengal-Nagpur	*1923-24*	*58·9*	*122·1*	*116·9*	*53·1*	*66·4*
	1924-25	55·2	109·0	132·4	48·0	63·0
Bombay, Baroda and Central India	*1923-24*	*21·0*	*30·2*	*47·8*	*17·5*	*22·5*
	1924-25	22·0	29·0	55·0	25·0	22·0
Eastern Bengal	*1923-24**	..	..	..	..	..
	1924-25	15·3	15·6	..	14·5	15·1
Great Indian Peninsula	*1923-24*	*41·6*	*28·5*	..	..	*40·7*
	1924-25	38·3	28·6	..	..	37·8
Jodhpur (2′ 0″ gauge)	*1923-24*	*23·3*	..	..	*24·0*	*23·4*
	1924-25	16·4	22·7	..	18·1	16·7
North Western (Commercial)	*1923-24*	*65·8*	*52·8*	*37·7*	*17·1*	*49·3*
	1924-25	48·0	41·8	49·0	24·6	41·6
Do. (Military)	*1923-24*	*49·8*	*46·0*	*32·8*	*14·9*	*44·0*
	1924-25	35·5	54·7	52·5	31·0	36·1
Do. (Total)	*1923-24*	*63·9*	*53·0*	*37·7*	*17·0*	*49·3*
	1924-25	45·5	46·9	55·2	25·7	41·9
South Indian	*1923-24*	*32·7*	..	*19·0*	*41·5*	*33·2*
	1924-25	34·4	..	19·3	42·1	34·3
TOTAL	*1923-24*	*51·6*	*95·7*	*87·9*	*33·2*	*53·5*
	1924-25	45·2	81·9	114·6	37·4	49·5
TOTAL CLASS I RAILWAYS	*1923-24*	*198·3*	*221·7*	*268·9*	*60·9*	*198·6*
	1924-25	210·2	270·4	241·8	63·8	201·2

of Class I Railways for the years 1923-24 and 1924-25—concld.

Earnings from goods carried (in thousands).					Average rate (in pies) charged for carrying a ton of goods one mile.					Remarks.
General merchandise including live stock.	Coal and coke for the public & foreign railways.	Coal and coke on revenue account and for construction.	Other revenue stores including materials for construction.	Total.	General merchandise including live stock.	Coal and coke for the public & foreign railways.	Coal and coke on revenue account and for construction.	Other revenue stores including materials for construction.	Total.	
24	25	26	27	28	29	30	31	32	33	34
Rs.	Rs.	Rs.	Rs.	Rs.						
3,19,97	*1,22,55*	*23,77*	*11,20*	*4,77,49*	*6·53*	*2·67*	*2·45*	*2·45*	*4·38*	
3,60,81	1,22,73	25,13	9,24	5,17,91	6·21	2·69	2·45	2·45	4·40	
3,39,20	*19,55*	*10,46*	*6,43*	*4,25,69*	*11·20*	*2·42*	*1·80*	*2·93*	*8·39*	
3,86,83	20,71	7,89	5,70	4,21,13	10·50	2·46	1·80	3·54	8·21	
1,53,68	*18,45*	*4,86*	*3,68*	*1,80,67*	*12·30*	*5·19*	*2·83*	*2·49*	*9·39*	
1,75,88	21,78	5,73	3,28	2,06,67	11·50	4·93	2·91	2·85	9·07	
5,44,17	*4,30,39*	*28,98*	*12,74*	*10,66,28*	*6·95*	*2·86*	*1·62*	*2·21*	*3·95*	
5,64,43	5,54,39	29,61	10,96	11,59,44	7·16	2·78	1·64	1·84	3·84	
8,04,23	*49,68*	*44,18*	*9,89*	*9,07,98*	*9·00*	*2·62*	*2·36*	*2·10*	*6·80*	
8,64,45	54,21	45,74	10,04	9,74,64	8·12	2·58	2·36	2·10	6·43	
2,14,09	*19,16*	*8, 90*	*2,89*	*2,45,04*	*11·00*	*3·52*	*2·12*	*1·89*	*7·98*	
2,50,96	18,57	8,53	3,24	2,81,30	9·93	3·51	2·11	1·71	7·73	
49,73	*15,07*	*1,90*	*83*	*67,53*	*11·10*	*6·39*	*2·44*	*5·59*	*8·71*	
49,07	15,46	1,90	1,19	67,62	10·90	5·92	2·48	4·60	8·31	
7,38,85	*22,77*	*43,92*	*19,49*	*8,25,03*	*8·24*	*3·38*	*1·81*	*2·39*	*6·41*	
9,55,64	23,65	39,13	16,74	10,35,16	7·61	2·50	2·11	1·86	6·36	
76,81	*2,29*	*3,76*	*5,81*	*88,67*	*9·21*	*3·59*	*1·97*	*2·53*	*6·73*	
70,89	2,01	2,51	3,44	78,85	9·46	2·87	2·26	1·70	6·96	
8,15,67	*25,06*	*47,67*	*25,30*	*9,13,70*	*8·33*	*3·40*	*1·82*	*2·42*	*6·44*	
10,26,53	25,67	41,63	20,18	11,14,01	7·71	2·52	2·12	1·83	6·40	
1,05,80	*37,17*	*7,57*	*4,08*	*1,54,62*	*7·60*	*2·13*	*2·75*	*2·77*	*4·35*	
1,09,77	43,94	8,04	5,42	1,67,17	7·65	2·20	2·53	2·40	4·20	
70,69	*21*	*1,90*	*84*	*73,64*	*12·00*	*5·51*	*2·48*	*2·50*	*10·50*	
73,29	49	2,04	76	76,58	10·90	5·60	2·52	2·49	9·64	
34,67,23	*7,87,29*	*1,80,19*	*77,93*	*45,12,64*	*8·55*	*2·84*	*2·04*	*2·38*	*5·61*	
38,62,27	8,77,95	1,76,24	70,01	49,86,47	8·05	2·77	2·14	2·12	5·47	
62,38	*4,04*	*1,03*	*1,82*	*69,27*	*10·87*	*4·47*	*2·45*	*2·41*	*8·86*	
71,11	4,04	1,88	1,41	78,44	10·60	4·54	2·45	1·92	8·65	
1,39,16	*5,04*	*4,59*	*2,62*	*1,51,41*	*7·73*	*3·85*	*2·32*	*3·13*	*6·84*	
1,48,93	6,53	4,41	2,91	1,62,83	7·46	3·81	2·10	2·49	6·60	
2,62,36	*7,97*	*6,67*	*3,73*	*2,80,73*	*8·68*	*2·48*	*1·80*	*2·27*	*7·24*	
2,98,91	11,36	8,02	4,19	2,22,48	8·90	2·44	1·80	2·84	7·30	
2,20,24	*4,11*	*4,39*	*7,89*	*2,36,63*	*9·37*	*4·28*	*2·45*	*1·70*	*7·66*	
2,33,35	5,59	2,62	8,93	2,50,49	9·02	4·09	2·45	1·81	7·54	
82,30	*4,52*	*2,46*	*3,88*	*93,16*	*10·70*	*3·75*	*2·94*	*2·49*	*8·22*	
96,87	6,75	2,57	3,90	1,10,09	10·90	3·73	3·06	2·69	8·46	
47,36	*22*	*1,37*	*1,08*	*50,03*	*8·46*	*2·75*	*2·14*	*2·65*	*7·45*	
63,11	29	2,11	1,40	66,91	6·83	2·80	2·82	2·56	6·29	
1,77,43	*1,36*	*7,90*	*2,10*	*1,88,79*	*11·30*	*4·88*	*2·01*	*1·94*	*9·00*	
1,91,51	1,16	6,00	2,30	2,00,97	10·80	4·53	1·97	1·94	9·03	
44,34	*1,56*	*77*	*60*	*47,27*	*14·00*	*5·64*	*2·44*	*4·68*	*12·10*	
47,59	1,40	86	46	50,31	13·50	5·28	2·66	3·40	11·80	
27,76	*13*	*32*	*50*	*28,71*	*7·66*	*5·12*	*2·45*	*2·45*	*7·20*	
31,83	13	32	54	32,82	8·35	5·10	2·45	2·45	7·83	
1,59,18	*82*	*4,21*	*3,68*	*1,67,89*	*13·10*	*7·12*	*2·51*	*2·50*	*10·90*	
1,56,68	1,17	3,21	3,46	1,64,52	13·10	7·56	2·80	2·45	11·20	
12,22,51	*29,77*	*33,71*	*27,90*	*13,13,89*	*9·74*	*3·56*	*2·19*	*2·19*	*8·11*	
13,39,94	38,42	32,00	29,50	14,39,86	9·49	3·42	2·19	2·22	7·99	
21,24	*2,46*	*52*	*70*	*24,92*	*10·30*	*4·57*	*2·45*	*2·45*	*8·04*	
23,41	2,35	93	66	27,35	10·50	4·97	2·45	2·45	8·19	
3,83	*9*	*1*	*1*	*3,94*	*18·19*	*10·60*	*1·79*	*4·14*	*17·43*	
4,65	7	1	1	4,74	18·80	10·50	1·80	3·28	18·20	
..	..	..	..	..	..	..	..	..	..	*Included with the Eastern Bengal railway (3′ 3 3/8″ gauge).
18	..	..	1	19	13·4	4·41	..	3·21	10·90	
7,24	*12*	..	..	*7,36*	*21·20*	*7·29*	..	..	*20·60*	
9,14	13	..	..	9,27	22·50	7·29	..	..	21·90	
11	..	..	*1*	*12*	*22·70*	..	..	*9·87*	*19·70*	
15	..	..	..	15	37·61	5·02	..	3·46	33·97	
13,73	*72*	*8*	*40*	*14,93*	*17·99*	*10·10*	*2·30*	*3·98*	*15·32*	
13,13	65	9	35	14,22	26·34	10·70	3·84	3·40	20·77	
1,39	*1*	..	*2*	*1,42*	*8·59*	*3·78*	*1·79*	*2·65*	*8·18*	
3,04	8	4	6	3,22	12·66	6·37	3·79	3·53	11·49	
15,12	*73*	*8*	*42*	*16,35*	*16·20*	*9·89*	*2·30*	*3·86*	*14·24*	
16,17	73	13	41	17,44	21·89	9·98	3·82	3·42	18·07	
1,16	..	..	*1*	*1,17*	*17·20*	..	*2·80*	*2·46*	*16·00*	
1,29	..	..	1	1,30	16·40	..	2·86	2·35	15·70	
48,70	*3,40*	*61*	*1,15*	*53,86*	*13·47*	*5·33*	*2·42*	*2·85*	*10·97*	
54,99	3,23	1.07	1,10	60,44	14·83	5·75	2·56	2·76	11·86	
47,38,44	*8,20,46*	*2,14,51*	*1,06,98*	*58,80,39*	*8·87*	*2·87*	*2·06*	*2·34*	*6·06*	
52,57,20	9,19,65	2,09,31	1,00,61	64,86,77	8·42	2·80	2·15	2·16	5·91	

14.—*Statement of Revenue Earnings and Expenses*

Railway.	Gauge.	Year.	Capital at charge per route mile.	Gross earnings (in thousands of rupees). §	Gross earnings per mean mile worked.
1	2	3	4	5	6
Assam-Bengal	3′ 3⅜″	*1923-24*	*1,93,326*	*1,44,84*	*13,452*
		1924-25	1,95,676	1,61,56	14,741
Bengal and North-Western	3′ 3⅜″	*1923-24*	*93,650*	*3,15,95*	*15,190*
		1924-25	94,881	3,35,49	16,033
Bengal-Nagpu	5′ 6″	*1923-24*	*2,06,972*	*7,28,31*	*37,073*
		1924-25	2,17,158	7,78,16	38,778
	2′ 6″	*1923-24*	*	*54,38*	*6,495*
		1924-25	*	55,65	6,222
Bombay, Baroda and Central India	5′ 6″	*1923-24*	*1,81,042*	*7,24,14*	*53,618*
		1924-25	1,82,683	7,17,41	54,172
	3′ 3⅜″	*1923-24*	*	*5,39,71*	*22,730*
		1924-25	*	5,91,74	24,474
	2′ 6″	*1923-24*	*	*11,06*	*8,919*
		1924-25	*	11,36	7,410
Burma	3′ 3⅜″	*1923-24*	*1,53,860*	*4,14,22*	*24,822*
		1924-25	1,51,213	4,30,00	24,886
	2′ 6″	*1923-24*	‡	*82*	*5,125*
		1924-25	†	*79*	4,938
Eastern Bengal	5′ 6″	*1923-24*	*2,58,200*	*3,43,82*	*55,957*
		1924-25	2,60,371	3,83,11	57,067
	3′ 3⅜″	*1923-24*	*	*2,10,23*	*18,632*
		1924-25	*	2,36,92	22,046
East Indian	5′ 6″	*1923-24*	*3,56,103*	*16,67,74*	*57,997*
		1924-25	3,63,859	17,65,08	61,368
Great Indian Peninsula	5′ 6″	*1923-24*	*3,06,413*	*14,84,42*	*45,948*
		1924-25	3,04,301	15,69,28	48,013
	2′ 6″	*1923-24*	*	*17,56*	*8,724*
		1924-25	*	21,30	10,579
Jodhpur	3′ 3⅜″	*1923-24* ‖	*37,175*	*1,29,78*	*9,357*
		1924-25	44,695	1,14,43	13,816
	2′ 0″	*1923-24*	*11,720*	*44*	*1,913*
		1924-25	11,604	50	2,007
Madras and Southern Mahratta	5′ 6″	*1923-24*	*1,71,603*	*4,35,17*	*40,342*
		1924-25	1,79,263	4,65,62	43,165
	3′ 3⅜″	*1923-24*	*	*3,36,66*	*17,264*
		1924-25	*	3,50,67	17,516
Nizam's Guaranteed State	5′ 6″	*1923-24*	*1,55,605*	*1,03,04*	*28,432*
		1924-25	1,61,124	1,03,09	25,157
	3′ 3⅜″	*1923-24*	*92,361*	*83,63*	*15,127*
		1924-25	94,198	89,86	16,254
North Western (Commercial)	5′ 6″	*1923-24*	*2,17,402*	*15,00,20*	*38,997*
		1924-25	2,21,004	17,32,46	44,343
	2′ 6″	*1923-24*	*	*43,26*	*13,777*
		1924-25	*	39,06	13,084
Do. (Military).	5′ 6″	*1923-24*	*1,82,124*	*1,67,01*	*11,346*
		1924-25	1,80,811	1,53,27	10,052
	2′ 6″	*1923-24*	*	*4,14*	*3,113*
		1924-25	*	6,60	3,656
Do. (Total)		*1923-24*	*2,07,683*	*17,14,61*	*29,737*
		1924-25	2,09,606	19,31,39	33,399
Oudh and Rohilkhand	5′ 6″	*1923-24*	*1,95,641*	*3,72,24*	*22,957*
		1924-25	2,01,922	3,75,20	23,141
Rohilkund and Kumaon	3′ 3⅜″	*1923-24*	*59,762*	*63,81*	*11,150*
		1924-25	60,085	66,95	11,666
South Indian	5′ 6″	*1923-24*	*1,45,050*	*1,51,49*	*33,682*
		1924-25	1,48,695	1,52,94	34,000
	3′ 3⅜″	*1923-24*	*	*4,13,18*	*30,678*
		1924-25	*	3,97,45	29,419
	2′ 6″	*1923-24*	*	*3,46*	*3,511*
		1924-25	*	3,31	3,355
TOTAL CLASS I RAILWAYS		*1923-24*	*1,99,978*	*1,04,64,71*	*30,112*
		1924-25	2,06,025	1,11,09,26	32,003

* Included in 5′ 6″ gauge.
† Included in 3′ 3⅜″ gauge.
‡ Not available.

§The gross earnings [col (5)], (working expense [col. (9)] and net earnings [col. (12)] include figures relating to steam boat service,
‖ Includes figures for the Bikaner Railway.

of Class I Railways rated against selected units for the years 1923-24 and 1924-25.

Gross earnings per mean mile worked per week.	Gross earnings per train mile.	Total working expenses (in thousands of rupees). §	Working expenses per mean mile worked per week.	Working expenses per train mile.	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked.	Net earnings per train mile.
7	8	9	10	11	12	13	14
258·7	*5·57*	*98,11*	*174·2*	*3·75*	*46,73*	*4,393·9*	*1·82*
283·5	5·92	97,54	164·8	3·44	64,02	6,169·0	2·48
292·1	*4·80*	*1,41,72*	*124·7*	*2·09*	*1,74,23*	*8,705·0*	*2·80*
307·3	5·10	1,52,22	133·7	2·22	1,83,27	9,058·5	2 88
712·9	*6·73*	*4,67,70*	*452·1*	*4·27*	*2,60,61*	*13,563·1*	*2·46*
743·7	7·40	4,91,53	465·4	4·63	2,86,63	14,511·3	2·77
124·9	*3·63*	*44,20*	*103·0*	*2·99*	*10,18*	*1,139·8*	*0·64*
119·3	3·61	44,47	95·3	2·88	11,18	1,250·7	0·73
1,031·0	*8·76*	*4,42,40*	*629·0*	*5·35*	*2,81,74*	*20,902·0*	*3·41*
1,041·8	8·89	4,20,32	610·3	5·21	2,97,09	22,433·4	3·6
437·0	*5·38*	*3,08,68*	*250·0*	*3·08*	*2,31,03*	*9,739·0*	*2·30*
470·7	5·87	3,31,89	264·0	3·29	2,59,85	10,747·4	2·58
171·5	*5·73*	*6,71*	*104·1*	*3·48*	*4,35*	*3,508·1*	*2·25*
142·1	6·09	5,45	68·2	2·93	5,91	3,851·1	3·16
474·7	*5·89*	*2,52,72*	*286·6*	*3·56*	*1,61,50*	*9,836·7*	*2·33*
477·3	5·87	2,53,31	278·7	3·43	1,76,69	10,352·0	2·44
98·6	‡	*68*	*81·7*	‡	*14*	*875·0*	‡
95·0		1,90	120·2		—21	—1,312·5	
1,076·1	*7·39*	*2,60,72*	*815·9*	*5·61*	*83,10*	*13,525·6*	*1·79*
1,097·0	8·00	2,64,62	756·6	5·52	1,18,49	17,716·0	2·00
358·3	*5·56*	*1,41,78*	*234·4*	*3·64*	*68,45*	*6,443·8*	*1·92*
424·0	6·15	1,74,18	301·0	4·37	62,74	6,379·0	2·00
1,115·3	*6·75*	*10,11,13*	*676·0*	*4·09*	*6,56,61*	*22,845·0*	*2·66*
1,176·9	7·02	10,53,58	702·0	4·19	7,11,50	24,765·1	2·83
883·6	*7·64*	*9,95,09*	*592·0*	*5·12*	*4,89,33*	*15,162·1*	*2·52*
920·5	7·64	9,42,13	552·3	4·58	6,27,15	19,205·0	3·06
167·8	*5·64*	*7,91*	*75·5*	*2·54*	*9,65*	*4,793·1*	*3·10*
203·0	6·43	9,59	91·0	2·90	11,71	5,818·4	3·53
179·9	*4·96*	*90,95*	*126·1*	*3·48*	*38,83*	*2,799·5*	*1·48*
264·9	5·29	68,11	157·7	3·15	46,32	5,592·7	2·14
36·8	*2·44*	*34*	*28·4*	*1·85*	*10*	*434·8*	*0·56*
38·5	2·72	32	24·6	1·74	18	726·7	*0·98*
775·8	*7·68*	*2,41,90*	*431·3*	*4·27*	*1,93,27*	*17,916·4*	*3·41*
828·1	8·08	2,52,73	449·4	4·38	2,12,89	19,735·7	3·70
332·0	*4·74*	*2,01,45*	*198·7*	*2·83*	*1,35,21*	*6,933·3*	*1·90*
336·0	4·82	1,89,77	181·3	2·60	1,60,9	8,071·2	2·22
547·0	*7·16*	*50,56*	*268·0*	*3·51*	*52,48*	*14,479·0*	*3·65*
482·5	7·24	39,00	182·5	2·74	64,09	15,640·8	4·50
291·0	*6·10*	*42,57*	*148·0*	*3·10*	*41,06*	*7,428·0*	*2·99*
311·7	6·35	40,98	142·2	2·90	48,88	8,840·1	3·46
749·9	*8·89*	*9,81,65*	*490·7*	*5·83*	*5,18,55*	*13,479·3*	*3·08*
850·4	9·55	10,25,57	501·6	5·63	7,06,89	18,187·0	3·92
264·9	*4·83*	*35,29*	*216·1*	*3·94*	*7,97*	*2,538·2*	*0·89*
250·9	5·55	32,83	244·4	5·41	6,23	339·0	0·14
218·2	*5·28*	*1,80,80*	*236·2*	*5·72*	*—13,79*	*—936·8*	*—0·44*
192·8	5·13	1,83,58	230·9	6·14	—30,31	—1,987·9	—1·01
59·8	*2·16*	*8,88*	*128·4*	*4·65*	*—4,74*	*—3,563·9*	*—2·48*
70·1	3·05	12,18	129·4	5·64	—5,58	—3,094·8	—2·58
571·8	*8·12*	*12,06,62*	*402·4*	*5·72*	*5,07,99*	*8,810·1*	*2·41*
642·3	8·78	12,54,16	417·1	5·70	6,77,23	11,711·1	3·08
441·5	*7·04*	*2,60,14*	*308·4*	*4·92*	*1,12,10*	*6,920·2*	*2·12*
443·8	7·05	2,77,79	368·1	5·82	97,41	4,049·8	1·23
214·4	*5·78*	*34,78*	*116·9*	*3·15*	*29,03*	*5,073·3*	*2·63*
224·3	5·69	33,60	112·6	2·86	33,35	5,811·4	2·83
647·7	*6·74*	*92,23*	*395·5*	*4·12*	*59,26*	*13,115·4*	*2·62*
65 ·1	7·40	80,79	344·4	3·91	72,15	16,043·2	3·49
590·0	*5·72*	*2,31,82*	*330·4*	*3·20*	*1,81,36*	*13,497·7*	*2·52*
564·2	5·70	2,21,20	313·2	3·16	1,76,25	13,088·9	2·53
67·5	*2·11*	*4,08*	*79·6*	*2·49*	*—62*	*— 630·1*	*—0·38*
64·3	2·04	3,64	71·0	2·25	—33	—348·4	—0·21
579·1	*6·86*	*66,36,99*	*367·3*	*4·35*	*38,27,72*	*11,014·0*	*2·51*
616·0	7·12	67,03,92	371·2	4·30	44,05,34	12,702·5	2·82

but while calculating working results, the Steam Boat earnings and expenses have been excluded.

15.—Results of working of Class I Railways

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			COACHING TRAFFIC.		
		Total working expenses for coaching and goods traffic including the balance only of the payments to other lines for mileage, hire, etc., charges & excluding steam boat expenses.	Col. 3 divided in the ratio of gross ton mileage.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5′ 6″ Gauge.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	*1923-24*	*4,45,74,810*	*1,15,66,225*	*3,30,08,585*	*5·49*	*2·74*	*2·75*
	1924-25	4,67,39,115	1,20,61,715	3,46,77,400	5·64	2·87	2·77
Bombay, Baroda and Central India	*1923-24*	*4,30,15,674*	*1,76,80,414*	*2,53,35,260*	*6·00*	*3·67*	*2·33*
	1924-25	4,07,93,888	1,68,82,854	2,39,11,034	5·96	3·63	2·33
Eastern Bengal	*1923-24*	*2,54,98,803*	*1,54,96,505*	*1,00,02,298*	*4·52*	*4·81*	*—0·29*
	1924-25	2,56,88,544	1,53,43,995	1,03,44,549	4·75	4·56	0·19
East Indian	*1923-24*	*9,82,37,753*	*2,39,77,361*	*7,42,60,392*	*5·57*	*2·34*	*3·23*
	1924-25	10,33,04,568	2,54,46,347	7,78,58,221	5·44	2·45	2·99
Great Indian Peninsula	*1923-24*	*9,70,67,263*	*3,68,88,029*	*6,01,79,234*	*5·11*	*3·44*	*1·67*
	1924-25	9,15,53,896	3,23,77,204	5,91,76,692	5·02	2·92	2·10
Madras and Southern Mahratta	*1923-24*	*2,35,82,867*	*1,07,18,899*	*1,28,63,968*	*5·32*	*3·20*	*2·12*
	1924-25	2,46,07,788	1,03,22,177	1,42,85,611	5·28	3·09	2·19
Nizam's Guaranteed State	*1923-24*	*45,04,579*	*16,98,081*	*28,06,498*	*3·90*	*2·30*	*1·60*
	1924-25	35,86,870	13,95,243	21,91,627	3·88	1·77	2·11
North Western	*1923-24*	*11,34,65,914*	*4,75,88,750*	*6,58,77,164*	*5·73*	*3·98*	*1·75*
	1924-25	11,87,71,488	4,57,84,596	7,29,86,532	5·97	3·87	2·10
Oudh and Rohilkhand	*1923-24*	*2,51,62,332*	*1,10,15,301*	*1,41,47,031*	*5·78*	*3·49*	*2·29*
	1924-25	2,72,59,267	1,15,70,400	1,56,88,866	6·02	3·85	2·17
South Indian	*1923-24*	*80,43,884*	*44,58,019*	*35,85,865*	*4·45*	*3·02*	*1·43*
	1924-25	67,95,810	36,01,509	31,94,301	4·60	2·67	1·93
3′ 3⅜″ Gauge.							
Assam-Bengal	*1923-24*	*90,37,460*	*41,61,750*	*48,75,710*	*5·82*	*3·51*	*2·31*
	1924-25	88,96,323	43,14,717	45,81,606	5·71	3·24	2·47
Bengal and North-Western	*1923-24*	*1,34,15,099*	*62,06,730*	*72,08,369*	*4·77*	*1·76*	*3·01*
	1924-25	1,42,41,005	68,16,527	74,24,478	4·88	1·91	2·97
Bombay, Baroda and Central India	*1923-24*	*3,00,40,686*	*1,21,67,697*	*1,78,72,989*	*4·94*	*2·42*	*2·52*
	1924-25	3,22,26,149	1,25,51,454	1,96,74,695	5·24	2·56	2·68
Burma	*1923-24*	*2,38,27,923*	*80,80,369*	*1,57,47,554*	*5·73*	*2·82*	*2·91*
	1924-25	2,41,40,424	81,15,975	1,60,24,449	5·56	2·68	2·88
Eastern-Bengal*	*1923-24*	*1,31,13,669*	*81,69,026*	*49,44,643*	*4·65*	*3·61*	*1·04*
	1924-25	1,61,23,051	87,42,520	73,80,531	5·34	4·04	1·30
Jodhpur	*1923-24*	*87,09,732*	*32,97,519*	*54,12,213*	*5·05*	*2·76*	*2·29*
	1924-25	65,39,247	19,58,104	45,81,143	5·76	2·52	3·24
Madras and Southern Mahratta	*1923-24*	*1,93,16,882*	*74,43,476*	*1,18,73,406*	*4·30*	*2·35*	*1·95*
	1924-25	1,82,17,943	73,13,648	1,09,04,295	4·32	2·28	2·04
Nizam's Guaranteed State	*1923-24*	*40,30,887*	*19,65,358*	*20,65,529*	*3·63*	*2·11*	*1·52*
	1924-25	38,44,292	19,69,877	18,74,415	3·67	1·98	1·69
Rohilkund and Kumaon	*1923-24*	*33,67,268*	*14,01,874*	*19,65,394*	*5·49*	*2·52*	*2·97*
	1924-25	32,61,372	13,52,389	19,08,983	6·70	3·03	3·67
South Indian	*1923-24*	*2,19,16,496*	*1,10,67,296*	*1,08,49,200*	*5·39*	*2·62*	*2·77*
	1924-25	2,12,50,705	1,11,49,170	1,01,01,535	5·41	2·75	2·66

* Includes figures for narrow gauge line.

for the years 1923-24 and 1924-25.

Goods Traffic.						
Goods earnings per train mile.	Earnings per goods vehicle per mile (excluding brakes.)	Cost of hauling a goods vehicle one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit one mile (including interest on capital expended on open line at the rate of 5½ per cent. per annum.	Profit on working a goods vehicle one mile.	Profit on working a goods unit (*viz.*, one ton) one mile.
9	10	11	12	13	14	15
Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
7·30	46·0	31·7	3·02	4·72	14·3	1·37
9 00	45·9	30·5	3·01	4·88	15·4	1·39
12·22	61·2	36·5	4·92	6·90	24·7	3·33
13·30	62·1	35·0	4·57	8·45	27·1	3·64
12·80	50·4	27·6	5·46	8·46	22·8	4·52
16·50	62·9	30·9	4·67	11·50	32·0	4·49
7·40	24·0	23·6	2·75	4·06	10·4	1·24
7·97	34·3	23·7	2·59	4·34	10·6	1·25
10·50	65·3	43·1	4·57	6·49	22·2	2·36
11·70	81·1	36·8	3·96	5·98	24·3	2·47
10·60	60·0	31·4	4·19	6·24	28·6	3·83
13·00	62·5	31·6	4·04	6·16	30·9	3·69
9·68	72·3	29·9	3·62	6·21	42·4	5·14
12·10	74·7	24·1	2·72	7·46	50·6	5·59
10·00	53·2	37·4	4·64	6·90	15·8	1·80
13·60	55·9	25·2	4·29	6·52	20·7	2·11
7·32	43·6	39·6	3·98	5·99	4·0	0·49
8·73	39·2	36·5	4·13	6·82	2·7	0·07
9·56	84·7	41·0	5·10	7·77	43·7	5·43
11·90	83·9	34·8	4·07	9·96	49·1	5·57
4·97	42·8	29·9	6·24	13·19	12·9	2·68
6·30	43·2	25·1	5·29	18·30	18·1	3·35
4·88	31·0	13·9	3·26	5·56	17·2	3·62
5·83	38·9	17·5	2·52	6·11	21·4	4·08
5·62	34·1	21·6	4 61	6·28	12·4	2·64
6·50	36·7	22·4	4·52	7·34	14·4	2·78
5·75	40·9	27·1	5·10	7·74	13·8	2·59
7·97	46·7	29·8	4·82	9·19	16·9	2·73
6·44	30·2	15·8	4·87	7·55	14·4	4·42
8·59	38·8	25·7	6·17	12·70	13·1	2·38
4·44	29·5	24·4	6·18	8·15	5·2	1·32
4·93	26·3	18·0	4·30	6·20	8·3	1·99
4·66	33·3	24·0	5·66	8·25	14·3	3·37
5·54	40·9	22·1	5·03	7·78	18·8	4·60
10·78	62·5	27·1	5·30	8·66	35·4	6·92
13·40	67·6	25·0	4·46	11·30	42·6	7·34
4·92	34·7	23·9	4·93	7·97	10·8	2·27
5·20	44·1	25·6	4·55	7·78	19·5	3·28
5·85	40·9	26·2	7·02	10·14	14·7	3·96
8·03	45·0	27·3	7·19	14·60	17·7	4·01

16.—Statement of ton mileage of Class I Railways for the year 1924-25. (In thousands.)

Railway.	Net or freight ton miles.	Gross ton miles (excluding weight of engine).		Gross ton miles (including weight of engine).	
		Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6
5′ 6″ Gauge.					
Bengal-Nagpur	2,213,898	1,257,806	4,151,820	1,673,359	4,810,903
Bombay, Baroda and Central India	985,435	1,333,486	2,190,268	1,827,125	2,480,587
Eastern Bengal	425,394	1,410,514	1,029,198	1,675,273	1,129,429
East Indian	5,771,887	3,155,199	11,216,784	4,109,086	12,572,575
Great Indian Peninsula	3,081,910	2,910,788	5,914,949	3,864,710	7,063,634
Madras and Southern Mahratta	678,512	916,759	1,476,080	1,245,173	1,723,285
Nizam's Guaranteed State	156,146	153,136	311,580	232,285	364,871
North Western	3,264,869	3,522,295	6,599,584	4,662,413	7,432,428
Oudh and Rohilkhand	729,453	915,888	1,435,413	1,201,127	1,628,666
South Indian	150,770	299,366	319,951	430,835	382,122
Total	17,458,274	15,875,237	34,645,627	20,921,386	39,588,500
3′ 3⅜″ Gauge.					
Assam-Bengal	166,249	324,692	348,796	395,705	421,171
Bengal and North Western	565,746	771,775	878,897	947,530	1,032,038
Bombay, Baroda and Central India	835,505	941,812	1,610,240	1,186,778	1,860,302
Burma	638,245	588,345	1,261,334	762,775	1,506,048
Eastern Bengal	229,412	668,449	595,117	779,602	662,118
Jodhpur*	87,128	80,696	180,982	105,519	220,817
Madras and Southern Mahratta	416,397	551,028	889,691	730,076	1,088,507
Nizam's Guaranteed State	81,731	137,533	157,109	192,187	188,874
Rohilkund and Kumaon	80,497	103,675	147,562	129,985	173,460
South Indian	269,619	625,468	636,757	829,743	751,111
Total	3,370,529	4,793,475	6,706,485	6,059,900	7,900,111
2′ 6″ & 2′ 0″ Gauges.					
Bengal Nagpur	59,729	111,892	132,438	151,249	173,243
Bombay, Baroda and Central India	5,003	12,690	10,708	15,201	13,601
Eastern Bengal	276	4,494	712	5,755	889
Great Indian Peninsula	10,837	18,956	22,035	26,323	29,384
Jodhpur*	47	57	116	156	149
North-Western	16,671	33,827	42,031	49,233	61,463
South Indian	1,531	7,760	4,643	12,685	6,251
Total	94,094	189,676	212,683	260,602	284,980
Total Class I Railways	20,922,897	20,858,388	41,564,795	27,241,888	47,773,591

* For six months ended 31st March 1925.

17.—Statement of Train and Engine Mileage of Class I Railways for the year 1924-25 (In thousands.)

Railway.	TRAIN MILES.								
	Main lines.			Branch lines.			Total Main and Branch lines.		
	Passenger.	Mixed.	Goods.	Passenger.	Mixed.	Goods.	Passenger.	Mixed.	Goods.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	4,040	135	5,542	..	147	123	4,040	282	5,665
Bombay, Baroda and Central India	4,201	473	2,179	362	373	316	4,563	846	2,495
Eastern Bengal	3,189	42	1,210	127	37	40	3,316	79	1,250
East Indian	7,917	210	11,985	1,831	655	1,578	9,748	865	13,563
Great Indian Peninsula	9,021	24	6,451	1,601	707	1,615	10,622	731	8,066
Madras and Southern Mahratta	3,131	166	1,994	89	122	14	3,220	288	2,008
Nizam's Guaranteed State	756	..	511	..	75	6	756	75	517
North Western	5,519	964	5,042	3,629	2,365	2,655	9,148	3,329	7,697
Oudh and Rohilkhand	1,978	56	1,539	546	633	180	2,524	689	1,719
South Indian	1,033	344	492	114	8	..	1,147	352	492
Total	40,785	2,414	36,945	8,299	5,122	6,527	49,084	7,536	43,472
3′ 3¾″ Gauge.									
Assam-Bengal	400	985	263	18	731	185	418	1,716	448
Bengal and North-Western	1,215	399	1,094	326	3,089	259	1,541	3,488	1,353
Bombay, Baroda and Central India	1,734	559	2,105	1,801	1,733	1,941	3,535	2,292	4,046
Burma	1,073	1,683	1,456	2	1,446	518	1,075	3,129	1,974
Eastern Bengal	1,192	939	996	..	208	17	1,192	1,147	1,013
Jodhpur*	182	342	402	..	78	17	182	420	419
Madras and Southern Mahratta	2,293	1,529	2,658	106	215	61	2,399	1,744	2,719
Nizam's Guaranteed State	822	..	367	107	122	17	929	122	324
Rohilkund and Kumaon	224	492	95	..	221	16	224	713	111
South Indian	2,223	164	1,127	1,136	888	595	3,359	1,052	1,722
Total	11,358	7,092	10,503	3,496	8,731	3,626	14,854	15,823	14,129
2′ 6″ & 2′ 0″ Gauges.									
Bengal-Nagpur							231	730	544
Bombay, Baroda and Central India							1	181	4
Eastern Bengal							..	198	..
Great Indian Peninsula							..	294	1
Jodhpur*							..	9	..
North Western							142	321	339
South Indian							..	160	..
Total							374	1,803	888
Total Class I Railways							64,312	25,162	58,489

* For the half year ended 31st March 1925.

17.—Statement of Train and Engine Mileage of Class I Railways

Railway.	Train Miles.					Rail motor car miles.	Shunting Miles.					
	Main and Branch lines.			Departmental.			Passenger and proportion of mixed.			Goods and proportion of mixed.		
	Passenger and proportion of mixed.	Goods and proportion of mixed.	Total.	Passenger.	Goods.		Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.
11	12	13	14	15	16	17	18	19	20	21	22	23
5' 6" Gauge.												
Bengal-Nagpur	4,207	5,780	9,987	11	479	..	479	1	480	2,730	168	2,907
Bombay, Baroda and Central India.	4,772	3,132	7,904	4	162	..	168	27	195	966	34	1,000
Eastern Bengal	3,367	1,278	4,645	9	142	..	280	2	282	1,431	1	1,432
East Indian	10,337	13,779	24,176	121	843	..	541	...	544	6,126	2	6,128
Great Indian Peninsula	11,039	8,380	19,419	16	1,066	17	462	152	614	2,664	69	2,733
Madras and Southern Mahratta	3,345	2,171	5,516	41	203	8	153	..	158	853	10	863
Nizam's Guaranteed State	788	560	1,348	3	72	..	14	..	14	166	2	168
North Western	11,845	8,329	20,174	41	919	..	926	3	929	3,438	35	3,473
Oudh and Rohilkhand	3,003	1,929	4,932	8	393	..	308	14	322	605	25	630
South Indian	1,346	645	1,991	7	69	..	62	..	62	204	...	204
Total	54,109	45,983	100,092	261	4,338	25	3,401	199	3,600	19,192	346	19,538
3' 3½" Gauge.												
Assam-Bengal	1,330	1,252	2,582	7	80	..	92	1	93	502	16	518
Bengal and North-Western	3,562	2,820	6,382	17	353	..	134	..	134	1,252	7	1,259
Bombay, Baroda and Central India.	4,910	4,963	9,873	4	199	..	225	4	229	1,162	21	1,183
Burma	3,028	3,150	6,178	11	1,108	..	257	2	259	1,084	19	1,103
Eastern Bengal	2,067	1,235	3,352	1	296	..	287	1	288	886	5	891
Jodhpur*	384	637	1,021	2	3	..	..	27	27	122	4	126
Madras and Southern Mahratta	3,213	3,649	6,862	12	276	..	153	2	155	784	5	789
Nizam's Guaranteed State	997	378	1,375	7	33	..	24	..	24	100	...	100
Rohilkund and Kumaon	529	519	1,048	4	84	..	27	9	36	210	32	242
South Indian	4,059	2,074	6,133	21	702	30	180	..	180	603	11	614
Total	24,079	20,727	44,806	86	3,134	30	1,379	46	1,425	6,705	120	6,825
2' 6" & 2' 0" Gauges.							Shunting Engines.		Train Engines.		Total.	
Bengal-Nagpur	748	757	1,505		38		400		7		407	
Bombay, Baroda and Central India.	87	99	186		1		..		27		27	
Eastern Bengal	95	13	108		14		10		..		10	
Great Indian Peninsula	171	124	295		36		42		1		43	
Jodhpur*	7	2	9		..		..		..		..	
North Western	389	413	802		71		208		1		209	
South Indian	121	39	160		2		2		..		2	
Total	1,618	1,447	3,065		162		662		36		698	
Total Class I Railways	79,806	68,157	147,963		7,981		31,339		747		32,086	

* For the half year ended 31st March 1925.

for the year 1924-25. (*In thousands*)—concld.

Engine Miles (other than train and Shunting miles.)														Total Engine miles (including train *engine miles*) Main and Branch Lines.
Passenger and proportion of mixed.					*Goods and proportion of mixed.*									
Assisting not required.	Assisting required.	Light.	Total 'Other.'	Departmental.	Assisting not required.	Assisting required.	Light.	Total 'Other.'	Siding.	Departmental.				
										Loco.	Engr.	Miscl.	Total.	
24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
4	12	41	57	5	20	735	601	1,356	468	346	18	9	373	16,123
2	3	261	266	1	2	..	84	86	..	93	4	2	99	9,717
2	..	2	4	..	11	..	2	13	93	105	1	2	108	6,728
70	140	127	337	78	258	251	1,197	1,709	1,937	382	77	284	743	36,607
18	168	122	308	9	90	718	1,003	1,811	1	163	101	92	356	26,333
..	23	88	111	12	59	152	146	357	..	142	1	..	143	7,404
..	1	5	6	15	3	3	60	66	..	30	26	12	68	1,760
140	258	96	494	20	175	440	695	1,310	60	540	39	158	737	28,157
20	14	40	74	17	13	..	144	157	8	147	28	19	194	6,723
18	14	3	35	73	28	45	18	91	..	62	6	2	70	2,602
274	633	785	1,692	228	659	2,344	3,044	6,947	2,567	2,010	301	580	2,891	142,15
..	4	9	13	3	5	21	43	69	2	25	4	1	30	3,397
3	..	2	5	22	9	12	2	23	..	159	1	1	161	8,356
92	9	72	173	..	91	12	75	178	5	341	3	4	348	12,112
2	20	36	58	..	18	45	95	158	199	25	2	45	72	9,146
..	..	4	4	..	1	..	1	2	5	151	9	3	163	5,002
3	1	3	7	..	7	..	7	14	..	4	..	4	8	1,268
..	14	24	38	6	107	264	108	479	..	75	..	..	75	8,692
1	..	14	15	21	..	..	17	17	..	29	16	6	51	1,643
4	6	8	18	2	7	3	10	20	1	6	..	6	12	1,467
22	..	11	33	126	17	29	19	65	..	116	26	2	144	8,018
127	54	183	364	180	262	386	377	1,025	212	931	61	72	1,064	59,121
						*Other Engine Miles.				Departmental.				
						36				21				2,007
						3				..				217
						..				..				132
						..				1				375
						..				..				9
						86				2				1,170
						..				..				164
						125				24				4,074
						13,340				3,979				205,349

* "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—Statement of Train and Engine hours of Class I Railways for the

Railway.	Main lines.			Branch lines.			Main and		
	Passenger.	Mixed.	Goods.	Passenger.	Mixed.	Goods.	Passenger.	Mixed.	Goods.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	227,4	13,6	644,7	..	13,0	13,4	227,4	26,6	658,1
Bombay, Baroda and Central India	241,6	30,3	223,7	19,9	26,8	34,1	261,5	57,1	257,8
Eastern Bengal	185,5	4,0	163,2	9,6	3,2	5,8	195,1	7,2	174,0
East Indian	364,4	13,2	1,320,3	104,8	46,8	214,2	469,2	60,0	1,534,5
Great Indian Peninsula	458,4	1,8	654,0	81,9	56,3	159,0	540,3	58,1	813,0
Madras and Southern Mahratta	173,3	18,7	217,4	6,3	9,0	2,6	179,6	27,7	220,0
Nizam's Guaranteed State	36,9	*Nil.*	54,6	..	6,0	5	36,9	6,0	55,1
North Western	282,1	67,9	501,8	206,9	188,4	283,4	489,0	256,3	785,2
Oudh and Rohilkhand	97,0	4,5	164,6	31,6	48,2	21,0	128,6	52,7	185,6
South Indian	53,3	26,7	52,1	5,1	1,2	*N.l.*	58,4	27,9	52,1
Total	2,119,9	180,7	4,001,4	466,1	398,9	734,0	2,586,0	579,6	4,735,4
3′ 3⅜″ GAUGE.									
Assam-Bengal	22,9	82,3	28,4	2,2	71,1	21,2	25,1	153,4	49,6
Bengal and North-Western	76,8	33,4	136,0	24,3	273,6	32,3	101,1	307,0	168,3
Bombay, Bareda and Central India	96,5	42,2	189,5	114,6	133,8	194,0	211,1	176,0	383,5
Burma	69,5	124,4	158,7	2	122,0	50,1	69,7	246,4	208,8
Eastern Bengal	75,9	72,2	129,6	1	19,7	2,5	76,0	91,9	132,1
Jodhpur†	10,2	27,4	42,3	..	7,9	2,1	10,2	35,3	44,4
Madras and Southern Mahratta	147,5	136,0	293,3	7,6	19,0	6,8	155,1	155,0	305,1
Nizam's Guaranteed State	43,6	*Nil.*	35,4	8,7	10,4	1,4	52,3	10,4	36,8
Rohilkund and Kumaon	13,8	40,7	9,0	..	20,0	1,6	13,8	60,7	10,6
South Indian	134,0	12,5	117,5	60,6	74,5	71,6	214,6	87,0	189,1
Total	690,7	571,1	1,144,7	238,3	752,0	383,6	929,0	1,323,1	1,528,3
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur							15,9	67,9	59,6
Bombay, Baroda and Central India							1	17,6	4
Eastern Bengal							..	11,6	..
Great Indian Peninsula							..	25,1	1
Jodhpur							..	1,1	..
North Western							14,7	28,8	40,0
South Indian							..	13,0	..
Total							30,7	165,1	100,1
Total Class I Railways							3,545,7	2,067,8	6,363,8

† For the half year ended 31st March 1925.

year 1924-25. (In hundreds).

Branch lines.		Shunting.		*"Other".		Total siding.	Departmental.		Total Engine hours including train engine hours.
Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.		Passenger.	Goods.	
11	12	13	14	15	16	17	18	19	20
243,6	668,5	95,8	547,9	34,3	225,7	93,8	1,1	116,6	2,027,3
275,7	300,7	39,1	200,1	24,4	15,3	*Nil.*	5	20,2	876,0
199,7	176,6	55,9	286,3	3	1,2	18,5	8	36,5	775,8
514,2	1,549,5	108,8	1,224,1	137,4	395,2	281,6	27,3	214,7	4,452,8
573,4	838,0	95,1	538,8	128,4	285,5	5	4,7	178,0	2,642,4
190,1	237,2	31,4	171,0	9,5	33,5	*Nil.*	4,4	46,0	723,1
39,4	58,6	2,8	33,3	9,4	7,3	*Nil.*	1,9	17,7	170,4
695,1	835,4	185,3	687,5	40,2	110,9	12,1	8,8	240,0	2,815,3
165,2	201,7	61,7	121,0	7,2	19,3	1,6	3,9	85,1	666,7
74,2	64,2	12,3	40,8	28,9	16,2	*Nil.*	15,8	22,9	275,3
2,970,6	4,930,4	683,2	3,850,8	420,0	1,110,1	408,1	69,2	977,7	15,425,1
106,5	121,6	18,0	98,7	19,7	29,7	2	1,1	11,3	406,8
279,3	297,1	26,8	249,5	50,4	59,8	*Nil.*	2,0	79,4	1,044,3
316,9	453,7	45,1	231,8	79,1	51,4	9	5	88,8	1,268,2
220,6	304,3	51,7	219,2	36,3	19,1	39,9	1,6	143,4	1,036,1
145,5	154,5	57,3	177,3	3	3	1,0	1	66,7	603,0
27,4	62,5	5,3	25,2	9	1,2	..	2	9	123,6
227,4	387,8	30,5	156,6	4,0	49,7	*Nil.*	1,5	40,7	898,2
58,1	41,4	4,8	19,8	7,9	2,2	*Nil.*	2,6	10,7	147,5
40,0	45,1	6,3	44,0	3,5	5	1	9	10,6	151,0
272,6	218,1	36,0	120,6	92,6	36,3	*Nil.*	31,5	111,1	918,8
1,694,3	2,086,1	281,8	1,342,7	294,7	250,2	42,1	42,0	563,6	6,597,5
143,4		80,0		20,0			10,4		253,8
18,1		5,3		3			1		23,8
11,6		2,0		..			2,7		16,3
25,2		8,5		2,2			4,6		40,5
1,1		..		..			..		1,1
83,5		41,7		11,9			9,1		146,2
13,0		4		5,0			3		18,7
295,9		137,9		39,4			27,2		500,4
11,977,3		6,301,4		2,564,6			1,679,7		22,523,0

*"Other" includes Assisting required, Assisting not required and Light.

19.—*Statement of vehicle Miles of Class I*

Railway.	PASSENGER AND PROPORTION OF MIXED.			GOODS			
				Goods.			
				Main lines.			
	Passenger.	Passenger proportion of mixed.	Total.	Loaded.	Empty.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal-Nagpur	65,804	2,055	67,859	151,818	60,159	211,977	71·6
Bombay, Baroda and Central India	66,925	7,839	74,764	74,104	28,409	102,513	72·3
Eastern Bengal	55,891	633	56,524	42,580	19,031	61,611	69·1
East Indian	180,448	9,405	189,353	363,781	224,815	588,596	61·8
Great Indian Peninsula	158,217	7,380	165,597	177,120	78,810	255,930	69·2
Madras and Southern Mahratta	47,914	1,740	49,654	58,432	25,370	83,802	69·7
Nizam's Guaranteed State	8,816	474	9,290	11,970	4,349	16,319	73·0
North Western	175,148	47,780	222,928	185,224	90,296	275,520	67·2
Oudh and Rohilkhand	47,657	7,839	55,496	46,457	26,349	72,806	63·8
South Indian	14,578	3,705	18,283	10,971	3,806	14,777	74·2
Total	821,398	88,850	910,248	1,122,457	561,394	1,683,851	66·7
3′ 3⅜″ GAUGE.							
Assam-Bengal	8,723	24,471	33,194	4,897	2,182	7,079	69·2
Bengal and North-Western	27,932	39,790	67,722	36,344	10,251	46,595	80·0
Bombay, Baroda and Central India	63,615	36,368	99,983	56,778	24,074	80,852	70·2
Burma	22,838	47,140	69,978	48,501	16,435	64,936	74·7
Eastern Bengal	27,709	22,033	49,742	35,068	12,859	47,927	73·2
Jodhpur	3,736	4,319	8,055	11,151	5,822	16,973	65·7
Madras and Southern Mahratta	37,898	17,883	55,781	54,466	18,689	73,155	74·4
Nizam's Guaranteed State	11,038	1,502	12,590	10,097	2,954	13,051	77·0
Rohilkund and Kumaon	3,572	7,375	10,947	2,230	950	3,180	70·1
South Indian	60,014	12,990	73,034	32,956	14,261	47,217	69·8
Total	267,155	213,871	481,026	292,488	108,477	400,965	72·9
2′ 6″ & 2′ 0″ GAUGES.				Loaded.		Empty.	
Bengal-Nagpur	5,254	14,066	19,320	8,433		5,289	
Bombay, Baroda and Central India	2	1,127	1,129	34		8	
Eastern Bengal	4	1,088	1,092	..		..	
Great Indian Peninsula	3	3,335	3,338	6		4	
Jodhpur	..	73	73	..		1	
North Western	1,804	4,931	6,735	3,474		1,796	
South Indian	..	2,068	2,068	..		..	
Total	7,067	26,688	33,755	11,947		7,098	
Total Class I Railways	1,095,620	329,409	1,425,029	1,655,623		768,446	

Railways for the year 1924-25. (*In thousands.*)

AND PROPORTION OF MIXED.										DEPARTMENTAL.	
Branch lines.				GOODS PROPORTION OF MIXED.		TOTAL.					
Loaded.	Empty.	Total.	Percentage loaded of total.	Loaded.	Empty.	Loaded.	Empty.	Total.	Percentage loaded of total.	Passenger.	Goods.
9	10	11	12	13	14	15	16	17	18	19	20
1,778	1,752	3,530	50·4	1,456	727	155,052	62,638	217,690	71·2	176	6,148
7,122	3,753	10,875	65·5	9,644	5,995	90,870	38,157	129,027	78·2	52	4,727
1,434	856	2,290	62·6	312	85	44,326	19,972	64,298	68·9	71	5,128
29,226	8,680	37,906	77·1	3,746	1,323	396,753	234,818	631,571	62·8	2,169	20,328
29,723	16,498	46,221	64·3	4,227	1,982	211,070	97,290	308,360	68·4	140	7,421
128	47	175	73·0	2,231	493	60,791	25,910	86,701	70·1	484	3,739
108	36	144	75·0	536	495	12,611	4,880	17,491	72·0	26	1,267
75,556	27,758	103,314	73·1	8,876	2,515	269,656	120,569	390,225	69·1	364	23,606
4,545	1,572	6,117	74·3	2,523	984	53,525	28,905	82,430	64·9	58	14,336
..	..	..	..	2,233	627	13,204	4,433	17,637	74·9	66	1,024
149,620	60,952	210,572	71·1	35,784	15,226	1,307,861	637,572	1,945,433	67·2	3,606	87,724
2,152	653	2,805	76·7	19,471	5,657	26,520	8,492	35,012	75·7	81	2,578
6,542	2,479	9,021	72·5	19,789	5,836	62,675	18,566	81,241	77·1	189	13,998
50,533	19,507	70,040	72·1	13,958	4,080	121,269	47,661	168,930	71·8	89	3,774
6,280	3,102	9,382	66·9	23,310	5,502	78,091	25,039	103,130	75·7	136	18,801
265	171	436	60·7	5,269	1,356	40,602	14,386	54,988	73·8	17	12,985
150	144	294	51·1	4,071	1,471	15,372	7,437	22,809	67·4	13	66
661	310	971	68·0	15,532	5,053	70,659	24,052	94,711	74·6	66	4,806
136	118	254	54·0	886	229	11,119	3,301	14,420	77·0	33	617
164	118	282	58·2	7,225	2,970	9,619	4,038	13,657	70·4	73	2,727
12,228	3,923	16,151	75·7	5,704	2,038	50,883	20,222	71,110	71·6	342	12,217
79,111	30,525	109,636	72·1	115,215	34,192	486,814	173,194	660,008	73·8	1,039	72,569
Total.		Percent. loaded of total.									
13,722		61.5		4,133	1,459	12,566	6,748	19,314	65·1	854	
42		81·3		787	469	821	477	1,298	63·2	8	
..		..		129	24	129	24	153	84·3	147	
10		62·9		*1,360	†	1,366	4	1,370	..	277	
1		39·5		19	4	19	5	24	80·2	..	
5,270		65·9		1,146	330	4,620	2,126	6,746	68·5	973	
..		..		523	149	523	149	672	77·9	38	
19,045		62·7		8,097	2,435	20,044	9,533	29,577	67·8	2,297	
2,424,069		68·3		159,096	1,814,719	1,814,719	820,299	2,635,018	68·9	167,235	

M53RAR

* Includes "Empty."
† Included in "loaded".

20.—*Statement of Running of Trains of Class I Railways for the year 1924-25.*

Railway.	Passenger	Mixed.	Passenger and proportion of mixed.		Goods.		Goods and proportion of mixed.	
	Train miles per train engine hour.	Train miles per train engine hour.	Train miles per train engine hour.	Train miles per engine hour.	*Train miles per train engine hour.* Main lines.	Branch lines.	Train miles per train engine hour.	Train miles per engine hour
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	17·8	10·6	17·3	11·2	8·60	9·20	8·65	3·50
Bombay, Baroda and Central India	17·5	14·8	17·3	14·1	9·74	9·25	10·40	5·84
Eastern Bengal	17·0	11·1	16·9	13·1	7·19	6·83	7·24	2·46
East Indian	20·8	14·4	20·2	13·2	9·08	7·37	8·89	3·76
Great Indian Peninsula	19·7	12·6	19·3	13·8	9·86	10·20	10·00	4·55
Madras and Southern Mahratta	17·9	10·4	17·6	14·2	9·17	5·47	9·15	4·45
Nizam's Guaranteed State	20·5	12·4	20·0	14·7	9·35	12·00	9·56	4·79
North Western	18·7	13·0	17·0	12·7	10·00	9·37	9·97	4·42
Oudh and Rohilkhand	19·6	13·1	18·2	12·6	9·35	8·58	9·56	4·50
South Indian	19·6	12·6	18·1	10·3	9·44	*Nil*	10·00	4·47
AVERAGE FOR 5′ 6″ GAUGE	19·0	13·0	18·2	13·0	9·23	8·89	9·33	4·08
3′ 3⅜″ GAUGE.								
Assam Bengal	16·7	11·2	12·5	9·2	9·25	8·73	10·30	4·79
Bengal and North Western	15·2	11·4	12·8	9·9	8·05	8·00	9·49	4·11
Bombay, Baroda and Central India	16·7	13·0	15·5	11·1	11·10	10·00	10·90	6·00
Burma	15·4	12·7	13·7	9·8	9·17	10·30	10·30	4·34
Eastern Bengal	15·7	12·5	14·2	10·2	7·68	6·90	8·32	3·21
Jodhpur *	17·8	11·9	14·0	11·4	9·51	8·06	10·18	7·09
Madras and Southern Mahratta	15·5	11·2	14·1	12·2	8·91	8·92	9·41	5·75
Nizam's Guaranteed State	17·8	11·7	17·2	13·6	8·69	12·20	9·11	5·10
Rohilkund and Kumaon	16·3	11·8	13·2	10·5	10·60	9·66	11·50	5·18
South Indian	15·7	12·1	14·9	9·4	9·59	8·31	9·51	4·27
AVERAGE FOR 3′ 3⅜″ GAUGE	16·0	12·0	14·2	10·4	9·17	9·45	9·94	4·84
2′ 6″ & 2′ 0″ GAUGES.								
Bengal-Nagpur	14·5	10·8	..	..	9·12		..	..
Bombay, Baroda and Central India	13·4	10·3	..	..	10·30		..	..
Eastern Bengal	8·0	9·3	..	..	10·00		..	..
Great Indian Peninsula	14·1	11·7	..	..	11·10		..	..
Jodhpur*	*Nil*	8·2	..	..	8·60		..	..
North Western	9·6	11·1	..	..	8·47		..	..
South Indian	*Nil*	12·3	..	..	*Nil*		..	..
AVERAGE FOR 2′ 6″ & 2′ 0″ GAUGES	12·2	10·9	..	..	8·87		..	..

*For six months ended 31st March 1925.

21.—*Statement of Shunting and Light Running of Class I Railways for the year 1924-25.*

Railway.	Passenger and proportion of mixed.		Goods and proportion of mixed.	
	Shunting miles per 100 train miles.	Light engine miles per 100 train miles.	Shunting miles per 100 train miles.	Light engine miles per 100 train miles.
1	2	3	4	5
5′ 6″ gauge.				
Bengal-Nagpur	11·40	0·98	50·3	10·40
Bombay, Baroda and Central India	4·10	5·47	32·0	2·69
Eastern Bengal	8·37	0·07	112·1	0·14
East Indian	5·24	1·22	44·5	8·64
Great Indian Peninsula	5·56	1·11	32·6	12·00
Madras and Southern Mahratta	4·72	2·62	39·8	6·73
Nizam's Guaranteed State	1·80	0·66	29·9	10·80
North Western	7·84	0·81	41·7	8·34
Oudh and Rohilkhand	10·70	1·35	32·6	7·48
South Indian	4·59	0·25	31·7	2·77
Average for 5′ 6″ gauge	6·65	1·45	42·5	8·58
3′ 3⅜″ gauge.				
Assam-Bengal	6·99	0·69	41·4	3·44
Bengal and North-Western	3·76	0·06	44·6	0·69
Bombay, Baroda and Central India	4·67	1·46	23·8	1·52
Burma	8·55	1·18	35·0	3·01
Eastern Bengal	13·90	0·19	69·4	0·11
Jodhpur*	6·97	0·94	19·8	1·10
Madras and Southern Mahratta	4·82	0·76	21·6	2·96
Nizam's Guaranteed State	2·40	1·43	26·5	4·48
Rohilkund and Kumaon	6·79	1·54	46·6	1·84
South Indian	4·44	0·26	29·6	0·93
Average for 3′ 3⅜″ gauge	5·92	0·76	32·9	1·82
2′ 6″ and 2′ 0″ gauges.	Other engine miles per 100 train miles.†			
Bengal Nagpur	29·4			
Bombay, Baroda and Central India	16·1			
Eastern Bengal	9·5			
Great Indian Peninsula	14·5			
Jodhpur*	*Nil*			
North Western	36·7			
South Indian	1·4			
Average for 2′ 6″ and 2′ 0″ gauges	26·8			

* For six months ended 31st March 1925.
† "Other" includes Shunting Assisting required, Assisting not required, Light and Siding.

22.—*Statement of Engine User of Class I*

Railway.	Average authorized stock (excluding engines ordered but not yet handed over to traffic).	Average total number on the line.	Average number available for use.	Average number in good repair stored.	Average number in: Ordinary passenger traffic (including mixed).	Average number in: Special service.	Average number in: Goods service.
1	2	3	4	5	6	7	8
5′ 6″ Gauge.							
Bengal Nagpur	668	661	489	.	86·70	1·11	209·40
Bombay, Baroda and Central India	434	449	264	..	122·00	..	87·00
Eastern Bengal	296	296	208	..	79·10	0·40	45·10
East Indian	1,349	1,339	1,168	..	246·20	6·00	495·50
Great Indian Peninsula	1,274	1,327	954	22	233·00	2·00	391·00
Madras and Southern Mahratta	287	309	230	..	79·40	0·96	65·70
Nizam's Guaranteed State	73	79	58	..	18·20	0·14	16·40
North Western	1,559	1,619	1,257	266	316·70	10·70	288·40
Oudh and Rohilkhand	316	319	264	..	72·10	1·91	51·70
South Indian	146	151	119	..	42·00	0·10	27·00
Total	6,402	6,549	5,111	288	1,295·40	23·32	1,677·20
3′ 3¾″ Gauge.							
Assam Bengal	173	170	125	4	66·42	0·20	12·87
Bengal and North Western	330	354	280	..	127·00	..	43·00
Bombay, Baroda and Central India	501	512	402	1	152·00	2·00	113·00
Burma	363	358	310	..	113·00	..	63·00
Eastern Bengal	245	235	176	..	65·60	0·30	39·30
Jodhpur *	96	97	71	..	30·00	..	20·00
Madras and Southern Mahratta	316	355	272	..	102·90	1·40	90·10
Nizam's Guaranteed State	76	81	60	..	21·10	0·08	8·37
Rohilkund and Kumaon	75	75	64	..	28·70	..	5·10
South Indian	387	394	323	..	128·00	0·23	66·00
Total	2,562	2,631	2,083	5	834·72	4·21	460·74
2′ 6″ and 2′ 0″ Gauge.							
Bengal Nagpur	130	111	82	..	31·20	0·21	17·40
Bombay, Baroda and Central India	19	19	17	..	16·00	..	..
Eastern Bengal	10	10	7	..	5·43	0·01	..
Great Indian Peninsula	†	†	†	†	†	†	†
Jodhpur*	2	2	2	..	1·00	..	..
North Western	93	100	77	4	16·80	0·82	16·00
South Indian	11	11	10	..	5·00	..	..
Total	265	253	195	4	75·43	1·04	33·40

* Jodhpur Railway figures are for the half year ended
† Information not available.

Railways for the year 1924-25.

DAILY USE ON—			Spare.	Maximum number in use on any one day.	Engine miles per passenger engine per day.	Engine miles per goods engine per day.	Engine miles per day per engine in use.	Engine miles per day per engine on the line.	Net ton miles per locomotive day.
Departmental Service.	Shunting including siding.	Total.							
9	10	11	12	13	14	15	16	17	18
18·00	85·90	401·11	88·20	442	136·9	91·8	110·1	66·8	12,088·3
5·00	63·00	277·00	87·00	296	132·0	93·0	94·0	61·0	13,792·5
5·00	58·40	188·00	19·60	197	117·1	76·7	98·0	62·3	7,949·9
55·50	332·30	1,135·50	32·60	1,198	119·1	84·3	88·3	74·9	15,416·3
27·00	129·00	782·00	150·00	849	136·0	69·2	92·3	54·4	9,485·9
13·10	34·00	193·16	36·60	214	126·0	98·6	105·5	66·0	10,468·6
3·42	6·52	44·68	13·60	54	125·2	97·4	107·9	60·5	9,454·2
44·90	160·40	821·10	170·10	929	109·0	85·0	94·0	47·6	14,097·0
17·90	26·90	170·51	93·50	213	121·9	99·4	108·7	57·6	11,841·7
2·00	11·00	82·10	37·00	107	101·1	60·1	87·5	47·3	5,699·1
191·82	907·42	4,095·16	728·20	..	118·5	82·2	94·7	59·5	12,443·0
3·07	14·62	97·18	24·30	108	88·5	106·4	95·1	55·6	5,200·3
20·00	33·00	223·00	57·00	257	109·0	88·0	103·0	65·0	7,906·5
18·00	56·00	341·00	60 00	344	108·0	111·0	103·0	68·0	8,375·7
25·00	45·00	246·00	64 00	279	104·0	91·6	101·8	70·0	7,600·0
11·60	41·70	158·50	17·10	169	97·4	70·8	86·5	58·3	5,367·4
2·00	9·00	61·00	10·00	61	109·7	119·1	108·4	68·8	6,582·2
12·20	26·00	232·00	39·70	257	112·1	97·0	102·6	67·3	5,044·5
1·89	7·40	38·84	21·10	47	138·0	111·5	116·0	55·3	6,983·9
3·60	9·00	46·40	17·00	56	92·5	67·2	86·6	53·6	4,605·1
22·00	26·00	242·23	81·00	282	94·8	74·3	90·9	55·8	4,080·3
119·36	267·72	1,686·75	391·20	..	104·0	93·5	98·6	62·7	6,361·0
2·64	9·42	60·87	21·30	..	85·1	88·5	90·2	49·6	2,532·9
..	..	16·00	1·60	..	37·0	†	37·0	31·0	1,522·9
0·64	0·08	6·16	0·98	..	54·5	..	54·5	33·6	674·9
†	†	†	†	..	†	†	†	†	†
..	..	1·00	1·00	..	50·0	5·8	51·9	26·0	511·3
2·65	9·04	45·31	28 00	..	74·8	67·9	70·6	32·0	1,051·0
..	..	5·00	5·00	..	87·6	..	90·1	41·0	1,869·9
5·93	18·54	134·34	57·28	..	69·2	78·3	75·4	40·1	1,832·0

31st March 1925.
M53RAR

23.—Statement of Loads of Trains of Class I Railways for the year ended 31st March 1925.

Railway.	AVERAGE TRAIN LOAD (IN VEHICLES AND TONS).												
	Passenger trains.	Passenger including proportion of mixed.	Goods trains.								Goods and Proportion of mixed.		
			Main lines.				*Branch lines.*				*Main and Branch lines.*		
	No. of vehicles.	Gross weight, including weight of engine.	Loaded wagons.	Empty wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Empty wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight, including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.											Tons.	Tons.	Tons.
Bengal Nagpur . .	16·3	397·8	27·4	10·9	38·3	71·6	14·5	14·2	28·7	50·4	383·0	832·3	718·3
Bombay, Baroda and Central India.	14·7	337·8	34·1	13·0	47·1	72·3	22·5	11·9	34·4	65·5	314·7	792·2	699·5
Eastern Bengal . .	16·9	497·6	35·0	15·6	50·6	69·1	36·2	21·6	57·8	62·6	331·3	879·6	801·6
East Indian . .	18·5	395·2	30·4	18·8	49·2	61·8	18·5	5·5	24·0	77·1	418·9	912·4	814·1
Great Indian Peninsula	14·9	348·6	27·5	12·2	39·7	69·3	18·4	10·2	28·6	64·3	342·4	825·6	697·1
Madras and Southern Mahratta.	14·9	372·2	29·3	12·7	42·0	69·7	9·0	3·3	12·3	73·0	312·5	793·6	679·8
Nizam's Guaranteed State.	11·7	294·6	23·4	8·5	31·9	73·4	18·5	6·2	24·7	74·9	276·3	657·9	556·1
North Western ..	19·1	393·6	36·7	17·9	54·6	67·2	28·5	10·4	38·9	73·1	392 0	892·4	792·4
Oudh and Rohilkhand .	18·5	399·9	30·2	17·1	47·3	63·8	25·2	8·7	33·9	74·3	378·3	837·6	744·4
South Indian . .	13·6	320·0	22·3	7·7	30·0	74·2	*Nil*	*Nil*	*Nil*	*Nil*	233·8	590·2	496·2
Average for 5′ 6″ gauge	16·7	386·7	30·4	15·2	45·6	66·7	22·9	9·3	32·2	71·1	380·9	860·9	753·4
3′ 3⅜″ GAUGE.													
Assam-Bengal . .	20·9	297·6	18·7	8·3	27·0	69·2	11·6	3·52	15·1	76·7	132·7	336·3	278·0
Bengal and North-Western.	19·1	265·8	33·2	9·4	42·6	80·0	25·2	9·55	34·8	72·5	163·0	365·9	311·6
Bombay, Baroda and Central India.	18·0	241·5	27·0	11·4	38·4	70·2	26·0	10·10	36·1	72·0	168·4	374·9	324·5
Burma	23·1	251·9	33·3	11·3	44·6	74·7	12·1	5·99	18·1	66·8	184·4	411·8	352·2
Eastern Bengal . .	23·2	377·2	35·2	12·9	48·1	73·2	15·4	9·98	25·4	60·7	178·6	515·4	463·2
Jodhpur*	21·0	274·9	27·7	14·5	42·2	65·7	9·0	8·64	17·7	51·1	136·8	346·1	284·2
Madras and Southern Mahratta.	15·8	227·2	20·5	7·0	27·5	74·4	10·8	5·07	15·8	68·0	114·1	298·3	243·8
Nizam's Guaranteed State.	11·9	192·6	32·9	9·6	42·5	77·4	8·1	6·99	15·1	53·8	213·5	486·4	415·6
Rohilkund and Kumaon	15·9	222·0	23·4	10·0	33·4	70·1	10·6	7·61	18·2	58·2	150·3	333·2	284·2
South Indian . .	18·0	204·4	29·2	12·7	41·9	69·8	20·6	6·59	27·2	75·7	130·0	362·0	307·1
Average for 3′ 3⅜″ gauge	18·0	251·7	27·8	10·3	38·2	72·9	21·8	8·42	30·2	72·2	165·4	381·2	323·6
2′ 6″ AND 2′ 0″ GAUGES.													
Bengal-Nagpur . .	..	..	..	..	..	..	..	..	..	..	78·9	228·8	174·9
ombay, Baroda and Central India.	..	..	..	..	..	..	..	..	..	..	50·3	136·7	107·6
astern Bengal . .	..	..	..	..	..	..	..	..	..	..	20·7	66·7	53·4
reat Indian Peninsula.	..	..	..	..	..	..	..	..	..	..	65·5	236·7	177·5
odhpur* . . .	..	..	..	..	..	..	..	..	..	..	19·5	66·3	43·6
North Western . .	..	..	..	..	..	..	..	..	..	..	40·4	149·0	101·9
South Indian . .	..	..	..	..	..	..	..	..	..	..	39·3	160·4	119·1
Average for 2′ 6″ and 2′ 0″ gauges.	..	..	..	..	..	..	..	..	..	..	61·9	196·9	147·0

* For six months ended 31st March 1925.

24.—Statement of Vehicle User of Class I Railways for the year 1924-25.

Railway.	COACHING STOCK.				GOODS STOCK.				
	AVERAGE AUTHORISED STOCK (EXCLUDING STOCK ORDERED BUT NOT YET HANDED OVER TO TRAFFIC).		AVERAGE NUMBER ON THE LINE.		Average authorised stock (excluding wagons ordered but not yet handed over to traffic). In units.	Average number of wagons on the line daily pooled and non-pooled (in terms of four-wheelers).	Average wagon load. (Total traffic).	Wagon miles per wagon day.	Net ton miles per wagon day.
	Passenger carriages.	Other coaching vehicles.	Passenger carriages.	Other coaching vehicles.					
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur . .	934	240	807	222	21,680	22,965	14·3	26·4	268·6
Bombay, Baroda and Central India	715	288	709	274	9,427	9,677	10·8	36·9	281·6
Eastern Bengal . .	616	309	544	267	8,759	8,747	9·5	20·1	133·2
East Indian . . .	1,880	872	1,384	706	42,872	41,277	14·5	41·9	382·9
Great Indian Peninsula .	1,560	747	1,651	859	18,666	19,415	13·6	43·5	404·9
Madras and Southern Mahratta.	651	209	740	218	5,548	5,420	11·2	43·6	341·6
Nizam's Guaranteed State	69	51	106	53	1,835	1,598	12·8	30·0	265·6
North-Western . .	2,466	1,117	2,374	1,078	29,312	27,947	12·1	38·3	320·2
Oudh and Rohilkhand .	800	332	763	329	8,111	6,051	13·6	38·2	337·6
South Indian . . .	199	74	202	70	1,502	1,565	11·4	30·9	264·0
TOTAL AND AVERAGE .	9,890	4,239	9,280	4,076	147,712	144,662	13·2	37·0	327·9
3′ 3⅜″ GAUGE.									
Assam Bengal . .	456	115	453	119	4,662	4,849	6·3	20·0	95·4
Bengal and North Western	1,220	205	1,081	91	9,139	9,899	6·7	21·9	123·9
Bombay, Baroda and Central India.	1,435	337	1,435	337	9,065	10,201	6·9	45·5	225·2
Burma	916	264	916	264	8,866	..	7·4	31·9	179·9
Eastern Bengal . .	702	326	713	322	5,573	6,968	5·7	21·6	90·2
Jodhpur* . . .	172	39	185	40	2,114	2,616	5·2	47·9	183·0
Madras and Southern Mahratta.	988	124	996	146	6,573	6,769	5·9	38·5	169·3
Nizam's Guaranteed State	152	42	151	42	1,081	1,047	7·9	38·7	217·0
Rohilkund and Kumaon	250	52	249	54	2,519	..	8·1	17·5	99·9
South Indian . . .	1,175	164	1,182	160	3,745	5,662	5·3	34·4	130·5
TOTAL AND AVERAGE .	7,466	1,668	7,361	1,575	53,337	48,011	6·6	31·3	152·6
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur . .	359	42	340	42	1,612	2,985	4·7	18·1	55·7
Bombay, Baroda and Central India.	57	..	57	..	380	353	6·1	9·9	38·0
Eastern Bengal . .	67	3	66	3	95	87	2·1	4·8	8·7
Great Indian Peninsula .	..†	..†	..†	..†	..†	..†	..†	20·5	122·5
Jodhpur* . . .	5	..	5	..	8	9	2·0	14·5	28·4
North Western . .	253	46	246	48	686	1,063	3·6	17·4	43·0
South Indian . . .	35	..	35	..	78	156	2·9	11·8	26·9
TOTAL AND AVERAGE .	776	91	749	93	2,859	4,653	4·4	16·8	49·6

* Jodhpur Railway figures are for the half-year ended 31st March 1925.
† Information not available.

25.—Statement of Density of Traffic on Class I Railways for the years 1923-24 and 1924-25.

Railway.	Year.	Passenger miles per running track mile per annum.	Passenger miles per route mile per annum.	Net ton miles per running track mile per annum.	Net ton miles per route mile per annum.	Gross ton miles per running track mile per annum.	Gross ton miles per route mile per annum.	Train miles per running track mile per day.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1923-24* ..	*465,076*	*494,612*	*1,005,073*	*1,068,903*	*2,812,683*	*3,039,345*	*14·1*
	1924-25 ..	456,313	499,776	1,011,933	1,107,818	2,960,891	3,242,909	13·1
Bombay, Baroda and Central India.	*1923-24* ..	*828,587*	*996,801*	*613,196*	*737,673*	*2,745,875*	*3,342,311*	*14·3*
	1924-25 ..	826,878	993,754	619,771	744,849	2,712,024	3,259,349	14·0
Eastern Bengal	*1923-24* ..	*796,013*	*1,062,205*	*429,904*	*571,538*	*3,139,536*	*4,176,429*	*14·8*
	1924-25 ..	798,872	1,040,521	486,665	633,876	4,208,601	4,179,261	15·0
East Indian	*1923-24* ..	*662,314*	*866,102*	*1,419,568*	*1,856,352*	*4,255,379*	*5,564,155*	*18·5*
	1924-25 ..	677,136	892,412	1,535,158	2,004,893	4,536,020	5,964,787	18·7
Great Indian Peninsula	*1923-24* ..	*498,638*	*634,132*	*670,915*	*853,219*	*2,524,455*	*3,209,906*	*13·1*
	1924-25 ..	500,259	634,632	744,218	944,416	2,628,439	3,335,504	13·0
Madras and Southern Mahratta.	*1923-24* ..	*662,277*	*689,910*	*524,295*	*546,182*	*2,412,691*	*2,512,665*	*13·8*
	1924-25 ..	661,938	689,544	603,659	628,834	2,640,977	2,751,120	14·1
Nizam's Guaranteed State.	*1923-24* ..	*381,262*	*381,262*	*414,092*	*414,092*	*1,486,982*	*1,486,982*	*10·7*
	1924-25 ..	359,314	359,314	378,211	378,211	1,458,684	1,458,684	9·5
North Western	*1923-24* ..	*503,818*	*584,771*	*437,346*	*507,618*	*1,762,266*	*2,045,279*	*8·8*
	1924-25 ..	502,927	583,932	517,199	600,502	1,915,894	2,224,584	8·8
Oudh and Rohilkhand	*1923-24* ..	*511,741*	*518,732*	*437,443*	*443,446*	*1,656,489*	*1,679,314*	*9·3*
	1924-25 ..	526,275	533,453	467,233	473,671	1,043,201	1,057,575	9·3
South Indian	*1923-24* ..	*539,008*	*539,008*	*302,060*	*302,060*	*1,760,783*	*1,760,783*	*9·9*
	1924-25 ..	511,061	511,061	335,193	335,193	1,807,375	1,807,375	12·0
Total	*1923-24* ..	*570,292*	*670,677*	*704,040*	*827,967*	*2,560,579*	*3,011,303*	*12·5*
	1924-25 ..	572,476	674,706	788,695	929,534	2,733,593	3,221,740	12·9
3′ 3⅜″ GAUGE.								
Assam Bengal	*1923-24* ..	*281,783*	*281,783*	*139,922*	*139,922*	*667,176*	*667,176*	*6·6*
	1924-25 ..	310,513	310,513	155,034	155,034	761,770	761,770	6·8
Bengal and North Western	*1923-24* ..	*538,203*	*540,728*	*196,908*	*197,823*	*881,444*	*921,174*	*8·4*
	1924-25 ..	554,926	557,518	212,674	213,668	477,382	479,612	8·6
Bombay, Baroda and Central India.	*1923-24* ..	*532,603*	*533,262*	*272,377*	*313,406*	*1,186,239*	*1,187,638*	*11·5*
	1924-25 ..	538,216	538,879	346,789	347,216	1,246,937	1,248,554	11·5
Burma	*1923-24* ..	*383,531*	*410,689*	*296,972*	*318,017*	*1,157,922*	*1,239,509*	*10·6*
	1924-25 ..	367,624	397,660	301,817	326,477	1,072,993	1,160,661	8·8

25.—*Statement of Density of Traffic on Class I Railways for the years 1923-24 and 1924-25*—concld.

Railway.	Year.	Passenger miles per running track mile per annum.	Passenger miles per route mile per annum.	Net ton miles per running track mile per annum.	Net ton miles per route mile per annum.	Gross ton miles per running track mile per annum.	Gross ton miles per route mile per annum.	Train miles per running track mile per day.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal	*1923-24* ..	*405,748*	*408,310*	*174,033*	*175,131*	*1,198,776*	*1,206,790*	*8·1*
	1924-25 ..	498,077	501,728	228,680	230,357	1,437,107	1,447,626	10·6
Jodhpur	*1923-24** ..	*169,068*	*169,068*	*119,710*	*119,710*	*493,232*	*493,232*	*5·1*
	1924-25 ..	206,075	206,075	245,262	245,262	824,976	824,976	7·1
Madras and Southern Mahratta.	*1923-24* ..	*300,815*	*300,815*	*204,667*	*204,667*	*874,032*	*874,032*	*10·0*
	1924-25 ..	314,338	314,338	211,476	211,476	923,607	923,607	10·0
Nizam's Guaranteed State.	*1923-24* ..	*325,923*	*326,179*	*134,908*	*135,383*	*640,379*	*640,680*	*6·8*
	1924-25 ..	348,303	359,529	141,441	145,999	657,195	678,377	6·8
Rohilkund and Kumaon	*1923-24* ..	*304,841*	*305,390*	*132,985*	*133,041*	*545,049*	*545,049*	*5·4*
	1924-25 ..	303,792	304,409	136,283	136,560	531,084	531,084	5·5
South Indian	*1923-24* ..	*682,558*	*682,558*	*235,155*	*235,155*	*1,274,108*	*1,274,108*	*14·5*
	1924-25 ..	710,349	710,349	203,073	202,073	1,191,172	1,191,172	14·1
Total	*1923-24* ..	*420,790*	*424,928*	*219,871*	*222,084*	*953,900*	*965,252*	*9·3*
	1924-25 ..	480,664	487,070	243,136	246,376	1,007,017	1,020,430	10·3
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	*1923-24* ..	*155,879*	*155,879*	*74,408*	*74,408*	*328,267*	*328,267*	*4·9*
	1924-25 ..	151,227	151,227	66,787	66,787	362,836	362,836	4·7
Bombay, Baroda and Central India.	*1923-24* ..	*118,765*	*118,765*	*28,321*	*28,321*	*149,024*	*149,024*	*3·4*
	1924-25 ..	165,823	165,823	32,693	32,698	188,246	188,246	3·31
Eastern Bengal	*1923-24*† ..	†	†	†	†	†	†	†
	1924-25 ..	157,063	157,063	5,025	5,025	121,138	*121,138*	6·1
Great Indian Peninsula	*1923-24* ..	*176,632*	*176,632*	*46,555*	*46,555*	‡	‡	*4·2*
	1924-25 ..	207,981	207,981	53,815	53,815	276,639	276,639	4·0
Jodhpur	*1923-24** ..	*46,574*	*46,574*	*4,634*	*4,634*	*23,791*	*23,791*	*2·0*
	1924-25 ..	41,638	41,638	3,253	3,253	22,817	22,817	2·0
North Western	*1923-24* ..	*129,919*	*129,919*	*47,964*	*47,964*	*304,622*	*304,622*	*6·5*
	1924-25 ..	114,469	114,469	36,296	36,296	241,010	241,010	4·8
South Indian	*1923-24* ..	*97,576*	*97,576*	*14,457*	*14,457*	*184,353*	*184,353*	*4·6*
	1924-25 ..	94,987	94,987	15,516	15,516	191,856	191,856	4·5
Total	*1923-24* ..	*278,378*	*278,378*	*49,996*	*49,996*	*249,633*	*249,633*	*4·7*
	1924-25 ..	292,946	292,946	47,948	47,948	278,013	278,013	4·5
Total Class I Railways	*1923-24* ..	*492,207*	*540,684*	*489,544*	*537,759*	*1,853,300*	*2,022,013*	*10·9*
	1924-25 ..	524,497	578,376	551,171	607,799	1,976,129	2,179,126	11·8

* Includes figures of the Bikaner Railway.
† Included with Eastern Bengal Railway 3′ 3⅜″ gauge.
‡ Information not available.

26.—*Statement of Repairs of Rolling Stock of Class I Railways*

Railway.	Engines.			
	Average number under or awaiting repair.	Percentage of column 2 to average number on the line.	Average number of passenger carriages under or awaiting repair.	Percentage of column 4 to average number on the line.
1	2	3	4	5
5′ 6″ Gauge.				
Bengal-Nagpur	172	26·0	146	18·1
Bombay, Baroda and Central India	84	18·7	129	18·2
Eastern Bengal	88	29·8	81	14·9
East Indian	171	12·8	244	17·6
Great Indian Peninsula	373	28·1	329	19·9
Madras and Southern Mahratta	79	25·7	118	16·0
Nizam's Guaranteed State	21	26·7	13	12·6
North Western	362	21·3	398	16·8
Oudh and Rohilkhand	55	17·3	96	12·6
South Indian	32	21·2	25	12·4
Total	1,437	21·9	1,579	17·0
3′ 3⅜″ Gauge.				
Assam-Bengal	45	27·0	57	12·5
Bengal and North-Western	75	21·1	124	11·5
Bombay, Baroda and Central India	110	21·5	198	13·8
Burma	48	13·4	137	15·0
Eastern Bengal	59	25·2	100	14·0
Jodhpur	26	26·8	21	10·8
Madras and Southern Mahratta	83	23·3	106	10·6
Nizam's Guaranteed State	21	26·3	16	10·5
Rohilkund and Kumaon	11	15·3	38	15·1
South Indian	71	18·0	134	11·3
Total	549	20·9	931	12·6
2′ 6″ and 2′ 0″ Gauges.				
Bengal-Nagpur	29	25·7	33	9·8
Bombay, Baroda and Central India	2	10·5	3	5·3
Eastern Bengal	3	28 6	3	4·1
Great Indian Peninsula	†	†	†	†
Jodhpur*	1	50·0	*Nil*	*Nil*
North Western	23	23·4	24	9·8
South Indian	1	9·1	2	5·7
Total	59	23·3	65	8·7
Total Class I Railways	2,045	21·7	2,575	14·8

* For half-year ended 31st March 1925.
† Information not available.

for the year ended 31st March 1925.

Coaching Stock.				Goods Stock.			
Average number of other coaching vehicles under or awaiting repair.	Percentage of column 6 to average number on the line.	Number over due repairs on 31st March 1925.	Percentage of column 8 to average authorized stock (excluding stock ordered but not yet handed over to traffic.)	Number of unserviceable wagons.	Percentage of column 10 to average number on the line daily.	Number over due repairs on 31st March 1925.	Percentage of column 12 to average authorized number of wagons owned (excluding wagons ordered but not yet handed over to traffic.)
6	7	8	9	10	11	12	13
22	10·1	31	2·6	1,686	7·6	5,007	23·1
41	15·0	183	18·5	476	4·9	364	3·4
38	14·2	125	13 5	626	7·2	2,354	27·1
89	12·6	334	12·1	1,946	4·7	3,154	7·4
111	12·9	1,162	50 4	1,232	6·4	3,269	18·3
15	7·1	245	28·5	525	9·7	526	9·5
6	10·6	7	5·8	145	9·1	69	3·7
112	10·4	224	6·3	2,256	8·1	1,721	5·9
41	12·5	258	22·3	537	8·9	790	9·6
5	7·14	10	3·7	321	20·5	142	9·5
480	11·8	2,579	18·3	9,750	6·7	17,396	11·8
9	7·6	86	15·1	267	5·5	180	3·9
8	8·2	37	2·6	442	4·5	*Nil*	*Nil*
61	18·1	289	14·9	622	6·1	2,258	24·9
20	7·6	71	6·0	1,039	..	1,300	14·5
28	8·8	371	36·1	491	7·0	1,536	29·0
2	5·0	31	14·7	61	2·3	376	17·8
8	5·7	210	18·9	564	8·3	307	4·7
5	11·0	13	6·7	39	3·7	40	3·7
6	11·0	15	5·0	101	4·2	*Nil*	*Nil*
14	8·8	204	15·2	650	11·5	600	16·0
161	10·2	1,318	14·4	4,276	9·3	6,597	12·4
3	7·4	17	4·2	88	5·8	64	4·0
Nil	*Nil*	28	49·1	13	3·7	*Nil*	*Nil*
Nil	*Nil*	39	55·7	3	3·4	48	50·5
†	†	†	†	†	†	†	†
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
5	10·4	92	30·8	51	4·8	164	23·9
Nil	*Nil*	*Nil*	*Nil*	2	1·3	5	6·4
8	8·6	1·6	20·3	157	3·4	281	9·8
649	11·3	4,073	16·9	14,183	7·3	24,274	11·9

27-)a).— *Statement of Coal Consumption*

Railway.	Year.	Number of tons of fuel consumed.				
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal-Nagpur	*1923-24*	..	*615,736*	..	..	*615,736*
	1924-25	..	637,797	..	..	637,797
Bombay, Baroda and Central India	*1923-24*	*53,387*	*289,980*	*4,110*	..	*345,011*
	1924-25	5,578	356,785	4,571	..	364,191
Eastern Bengal	*1923-24*	..	*235,017*	..	..	*235,017*
	1924-25	..	250,529	..	..	250,529
East Indian	*1923-24*	..	*1,126,192*	..	..	*1,126,192*
	1924-25	..	1,228,907	..	..	1,228,907
Great Indian Peninsula	*1923-24*	*19*	*984,974*	*188*	*68,018*	*1,108,737*
	1924-25	..	1,028,889	42	78,058	1,170,829
Madras and Southern Mahratta	*1923-24*	*5,236*	*217,694*	..	*48*	*223,077*
	1924-25	4,921	212,893	..	44	217,894
Nizam's Guaranteed State	*1923-24*	..	*52,445*	..	..	*52,445*
	1924-25	..	55,437	..	..	55,437
North Western	*1923-24*	*15,310*	*831,557*	*349*	*59,450*	*955,698*
	1924-25	..	955,508	2,673	57,104	1,060,402
Oudh and Rohilkhand	*1923-24*	..	*212,840*	..	..	*212,840*
	1924-25	..	231,169	..	..	231,169
South Indian	*1923-24*	..	*75,571*	*1,025*	..	*75,981*
	1924-25	..	70,001	183	..	70,075
Total	*1923-24*	*73,952*	*4,642,006*	*5,672*	*127,516*	*4,950,074*
	1924-25	10,499	5,057,915	7,469	135,206	5,287,230
3′ 3½″ Gauge.						
Assam-Bengal	*1923-24*	*2,114*	*62,925*	..	..	*65,039*
	1924-25	1,368	69,271	..	..	70,639
Bengal and North-Western	*1923-24*	..	*171,518*	..	..	*171,518*
	1924-25	..	171,287	..	..	171,287
Bombay, Baroda and Central India	*1923-24*	..	*262,652*	*2,231*	..	*263,544*
	1924-25	..	286,061	4,318	..	287,788
Burma	*1923-24*	*3,775*	*148,007*	*80,442*	..	*183,947*
	1924-25	4,315	144,113	83,946	..	182,006
Eastern Bengal †	*1923-24*	..	*126,570*	..	..	*126,570*
	1924-25	..	148,168	..	..	148,168
Jodhpur	*1923-24*	*	*	*	*	*
	1924-25	..	75,445	347	..	75,284
Madras and Southern Mahratta	*1923-24*	*29,128*	*153,648*	*26,913*	*34*	*193,603*
	1924-25	12,664	158,264	24,522	28	180,788
Nizam's Guaranteed State	*1923-24*	..	*41,023*	..	..	*41,023*
	1924-25	..	44,948	..	..	44,948
Rohilkund and Kumaon	*1923-24*	..	*31,110*	..	..	*31,110*
	1924-25	..	32,509	..	..	32,509
South Indian	*1923-24*	*605*	*161,731*	*5,286*	*60*	*164,559*
	1924-25	374	148,582	1,440	15	149,559
Total	*1923-24*	*35,622*	*1,159,184*	*114,842*	*94*	*1,240,913*
	1924-25	18,721	1,278,248	114,573	43	1,342,976
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	*1923-24*	..	*63,365*	..	..	*63,365*
	1924-25	..	66,138	..	..	66,138
Bombay, Baroda and Central India	*1923-24*	..	*4,996*	*74*	..	*5,025*
	1924-25	*	*	*	*	*
Eastern Bengal	*1923-24*	*	*	*	*	*
	1924-25	..	2,237	..	2	2,237
Great Indian Peninsula	*1923-24*	..	*11,639*	..	..	*11,639*
	1924-25	..	12,451	..	2	12,451
Jodhpur	*1923-24*	*	*	*	*	*
	1924-25	..	249	2	..	250
North Western	*1923-24*	*60*	*35,007*	*25*	..	*35,077*
	1924-25	..	26,791	..	..	26,791
South Indian	*1923-24*	*	*2,276*	*91*	..	*2,312*
	1924-25	..	2,163	11	..	2,167
Total	*1923-24*	*60*	*117,283*	*190*	..	*117,419*
	1924-25	..	110,029	13	4	110,039
Total Class I Railways	*1923-24*	*109,634*	*5,918,473*	*120,704*	*127,610*	*6,308,406*
	1924-25	29,220	6,416,292	122,055	135,253	6,740,247

on Class I Railways for the years 1923-24 and 1924-25.

Average cost per ton (at pit's mouth or station of supply).				Average cost per ton (including all freight, both rail and sea, from pit's mouth or station of supply to engine shed where issued to locomotives).				Remarks.
Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.	
8	9	10	11	12	13	14	15	16
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
..	*5·67*	..	..	..	*9·1*	..	..	* Information not available.
..	5·47	..	..	..	8·8	..	..	
19·5	*8·31*	*5·25*	..	*23·2*	*22·2*	*	..	
19·5	8·51	4·96	..	40·3	21·0	6·10	..	
..	*8·81*	..	..	..	*12·4*	..	..	
..	8·00	..	..	..	11·9	..	..	
..	*5·52*	..	..	..	*7·7*	..	..	
..	4·80	..	..	..	6·9	..	..	
..	*7·72*	*5·00*	*34·0*	*	*16·8*	*50·8*	*35·9*	
..	6·82	5·50	35·9	..	16·7	49·6	35·9	
11·7	*8·41*	..	*204·1*	*25·6*	*21·7*	..	*204·1*	
11·7	7·86	..	207·7	26·5	20·4	..	207·7	
..	*9·25*	..	..	..	*10·4*	..	..	
..	9·25	..	..	..	10·6	..	..	
..	*9·52*	*7·69*	*34·0*	*	*25·7*	*9·01*	*35·5*	
..	9·19	8·80	34·0	..	22·0	*8·80*	40·2	
..	*8·20*	..	..	..	*15·6*	..	..	
..	8·61	..	..	..	16·0	..	..	
..	*9·17*	*9·66*	..	..	*26·1*	*9·66*	..	
..	*9·52*	22·99	..	..	29·4	24·52	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
*	*12·84*	..	..	*39·4*	*19·6*	..	..	
*	12·60	..	..	39·3	18·4	..	..	
..	*9·45*	..	..	..	*16·0*	..	..	
..	8·58	..	..	..	14·96	..	..	
*	*8·50*	*9·00*	..	*	*19·8*	*	..	
..	8·32	11·64	..	..	18·2	11·90	..	
24·9	*11·20*	*6·24*	..	*25·6*	*29·0*	*7·24*	..	
25·0	12·60	6·00	..	25·8	26·8	7·00	..	
..	*8·81*	..	..	..	*16·1*	..	..	
..	8·00	..	..	..	13·7	..	..	
*	*	*	*	*	*	*	*	
..	7·98	10 98	..	..	20·2	10·98	..	
13·6	*9·19*	*9·76*	*225·3*	*31·2*	*16·7*	*10·59*	*225·3*	†Includes the narrow gauge figures.
11·7	9·30	8·01	230·6	26·4	17·3	8·82	230·6	
..	*9·25*	..	..	..	*12·8*	..	..	
..	9·25	..	..	..	12·8	..	..	
..	*8·58*	..	..	..	*17·8*	..	..	
..	6·07	..	..	..	15·3	..	..	
13·6	*8·95*	*7·89*	*51·8*	*47·5*	*26·6*	*7·89*	51·8	
13·6	9·50	*13·30*	207·1	47·3	29·5	13·46	203·9	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	*6·76*	..	..	..	*11·0*	..	..	
..	6·42	..	..	..	9·0	..	..	
..	*8·33*	*5·08*	..	..	*20·8*	*5·09*	..	
*	*	*	*	*	*	*	..	
*	*	*	*	*	*	*	..	
..	8·00	..	..	..	12·6	..	..	
..	*7·32*	..	..	..	*14·3*	..	..	
..	10·02	35·9	34·0	..	10·8	35·90	..	
*	*	*	*	*	*	*	..	
..	7·00	10·00	..	..	18 4	10 00	..	
*	*	*	*	*	*	*	..	
*	*	*	*	*	*24·9*	*	..	
..	*7·04*	*8·78*	..	..	*	*8·78*	..	
..	9·52	23·93	..	..	28·0	26·93	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	

27-(b).—*Statement of Coal Consumption on Class I Railways for the year 1924-25.*

Railways.	*Passenger and Mixed.*		*Passenger and proportion of Mixed.*	Goods.					*Goods and proportion of Mixed.*	Remarks.
				Coal consumed.						
	Total net tons of coal consumed.	Lbs. per engine mile.	Lbs. of Coal consumed per 1,000 gross ton miles.	Goods trains (Total net tons).	Shunting including siding (Total net tons).	Depart-mental (Total net tons).	Lbs. per engine mile (Goods trains).	Lbs. per engine mile (Shunting including siding).	Lbs. of Coal consumed per 1,000 gross ton miles.	
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal-Nagpur .	156,134	79·7	199·5	351,433	95,491	18,395	109·7	58·0	164·7	
Bombay, Baroda and Central India.	173,234	67·9	187·2	116,958	47,378	6,132	96·6	93·5	134·0	
Eastern Bengal .	128,005	84·3	170·0	61,838	47,189	9,632	109·7	58·6	124·4	
East Indian . .	322,994	66·0	175·7	702,491	199,988	26,062	103·2	52·0	124·0	
Great Indian Peninsula.	427,911	81·1	242·1	572,210	107,219	35,288	128·9	76·8	188·2	
Madras and Southern Mahratta.	86,522	53·4	147·7	92,438	12,443	5,848	87·6	27·6	125·9	
Nizam's Guaranteed State.	20,6 3	55·0	185·7	22,998	4,752	2,736	88·0	59·0	149·4	
North Western .	395,887	68·1	179·3	438,019	168,196	50,974	109·2	85·2	134·8	
Oudh and Rohilkhand	104,240	69·4	181·5	84,056	22,091	13,806	97·8	59·4	125·2	
South Indian . .	35,453	51·7	162·1	19,306	4,878	3,185	74·3	41·1	138·2	
Total .	1,850,993	70·7	189·9	2,461,717	709,625	172,058	108·9	63·2	143·5	
3′ 3⅜″ Gauge.										
Assam-Bengal . .	42,551	43·9	142·1	12,301	10,730	2,020	54·0	47·1	158·6	
Bengal and North-Western.	102,700	45·7	155·1	28,564	28,531	11,491	46·3	46·1	126·5	
Bombay, Baroda and Central India.	132,895	49·6	208·5	114,757	22,764	8,065	60·6	36·6	175·3	
Burma . .	90,515	47·2	192·4	53,773	23,839	12,209	56·8	34·7	138·5	
Eastern Bengal .	61,455	58·7	155·8	35,088	32,475	13,114	77·0	61·8	143·1	
Jodhpur* . .	16,605	60·8	227·5	13,865	2,082	272	71·6	31·4	208·5	*For six months ended 31st March 1925.
Madras and Southern Mahratta.	77,636	41·4	186·1	70,519	10,932	5,740	49·6	26·1	180·1	
Nizam's Guaranteed State.	23,374	49·0	256·1	13,453	3,443	1,790	88·3	62·3	181·6	
Rohilkund and Kumaon.	21,199	48·3	203·4	3,338	4,455	2,006	52·1	41·9	164·4	
South Indian . .	79,060	39·8	194·1	36,368	8,229	9,531	45·4	23·5	129·7	
Total . .	647,990	46·5	185·2	382,626	147,480	66,038	56·4	40·1	155·8	
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur .	31,576	73·5	365·1	21,674	11,853		88·4	..	371·2	
Bombay, Baroda and Central India.	5,089	52·7	357·4	†	†		†	..	438·7	
Eastern Bengal .	1,683	34·8	574·5	..	*Nil*		25·4	..	523·2	
Great Indian Peninsula.	9,384	72·4	463·8	23	1,475		54·2	..	301·7	
Jodhpur* . .	126	31·0	†	3	*Nil*		19·5	..	473·5	†Not available.
North Western .	9,938	48·1	402·6	9,435	7 730		62·3	..	447·1	
South Indian . .	1,921	26·9	256·6	*Nil*	*Nil*		*Nil*	..	167·7	
Total .	59,717	59·7	372·4	31,135	21,058		78·4	..	388·7	

28.—*Statement of Efficiency of Class I Railways for the year ended 31st March 1925.*

Railway.	Goods and proportion of mixed.				
	Wagon miles per shunting engine hour.	Wagon miles per engine hour.	Net ton miles per shunting engine hour.	Net ton miles per engine hour.	Gross ton miles per engine hour.
1	2	3	4	5	6
5′ 6″ Gauge.					
Bengal-Nagpur	374·3	131·7	3,807·0	1,339·6	2,911·1
Bombay, Baroda and Central India	644·7	240·6	4,923·9	1,837·4	4,617·5
Eastern Bengal	224·5	123·8	1,486·0	819·5	2,175·8
East Indian	515·3	172·3	4,709·0	1,574·9	3,430·4
Great Indian Peninsula	564·3	167·5	5,251·1	1,558·9	3,758·5
Madras and Southern Mahratta	502·1	177·8	3,921·4	1,391·3	3,533·6
Nizam's Guaranteed State	521·6	149·7	4,608·2	1,325·0	3,122·3
North Western	561·8	206·9	4,700·4	1,731·3	3,961·2
Oudh and Rohilkhand	654·9	192·3	5,795·0	1,711·0	3,788·8
South Indian	432·0	122·4	3,693·1	1,046·1	2,641·0
Average for 5′ 6″ gauge	497·8	172·5	4,467·8	1,548·1	3,510·6
3′ 3⅜″ Gauge.					
Assam-Bengal	336·7	133·4	1,604·5	635·5	1,609·9
Bengal and North-Western	322·8	118·5	1,826·6	670·4	1,504·9
Bombay, Baroda and Central India	728·6	204·4	3,603·8	1,010·7	2,250·5
Burma	467·5	142·1	2,650·9	800·3	1,787·3
Eastern Bengal	308·3	137·6	1,294·0	573·9	1,656·4
Jodhpur*	905·0	253·8	3,457·0	969·6	2,452·6
Madras and Southern Mahratta	609·5	149·2	2,643·3	655·9	1,714·7
Nizam's Guaranteed State	721·1	194·5	4,064·3	1,088·9	2,466·9
Rohilkund and Kumaon	282·1	136·1	1,611·9	777·8	1,724·5
South Indian	579·6	146·3	2,197·6	554·6	1,544·4
Average for 3′ 3⅜″ gauge	483·5	154·0	2,463·3	786·6	1,843·7
2′ 6″ and 2′ 0″ Gauges.					
Bengal-Nagpur	260·8	110·9	806·4	343·0	994·7
Bombay, Baroda and Central India	242·5	54·4	934·9	209·8	1,208·0
Eastern Bengal	74·7	9·4	134·5	16·9	54·4
Great Indian Peninsula	..	..	..	..	..
Jodhpur*	..	78·1	..	160·5	546·1
North-Western	293·4	76·3	724·9	188·5	695·1
South Indian	2,027·5	140·4	4,624·0	320·3	1,307·0
Average for 2′ 6″ and 2′ 0″ gauges	287·6	61·3	866·8	181·0	883·3

* For six months ended 31st March 1925.

29.—*Statement of Principal Commodities, excluding live-stock, carried*

Railway System.	Quantity.			Earnings.	Quantity.			Earnings.
	Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.
	1. Coal and Coke.				2. Cotton, raw.			
1	2	3	4	5	6	7	8	9
Assam-Bengal	51,542	83,434	134,976	4,14,881	..	..	..	..
Bengal and North-Western	27,117	259,906	287,023	8,89,970	..	..	..	..
Bengal-Nagpur	3,881,059	532,921	4,413,980	1,25,08,109	6,651	6,153	12,804	3,42,858
Bombay, Baroda and Central India	3,560	753,922	757,482	32,13,020	183,439	77,510	260,949	82,06,913
Burma	..	..	..	..	..	..	..	..
Eastern Bengal	8,815	1,435,725	1,444,540	28,54,124	..	..	..	..
East Indian	11 324,218	757,654	12,081,872	5,54,39,414	15,302	21,167	36,469	5,90,898
Great Indian Peninsula	418,691	696,646	1,115,337	54,33,573	290,441	121,869	412,310	1,55,22,945
Jodhpur*	129	10,246	10,375	29,359	30,139	2,335	32,474	2,49,006
Madras and Southern Mahratta	95,480	232,678	328,158	19,72,890	91,051	15,035	106,036	17,90,998
Nizam's Guaranteed State	395,220	31,197	426,417	16,85,490	64,812	6,430	71,242	13,73,904
North-Western	156,109	716,516	872,625	26,42,071	275,362	15,052	290,414	73,24,117
Oudh and Rohilkhand	2,961	919,905	922,866	43,94,112	..	..	..	..
Rohilkund and Kumaon	849	11,167	12,016	13,198	397	346	743	4,909
South Indian	26,098	18,039	44,137	1,65,728	59,224	2,347	61,571	7,55,466
Total, 1924-25	16,391,848	6,459,956	22,851,804	9,16,55,939	1,016,818	268,244	1,285,062	3,61,62,012
Total, 1923-24	14,671,171	5,156,013	*19,850,820	8,22,32,129	1,029,524	290,892	*1,370,998	3,60,83,519
Increase	1,720,677	1,303,943	3,000,984	94,23,810	..	..	..	78,493
Decrease	..	..	..	..	12,706	22,648	85,936	..

Railway System.	6. Rice in the husk.				7. Rice not in the husk.			
22	23	24	25	26	27	28	29	30
Assam-Bengal	77,098	3,117	80,215	5,31,698	49,099	21,381	70,480	5,83,578
Bengal and North-Western	61,665	16,896	78,561	3,31,121	228,576	51,212	279,788	15,49,615
Bengal-Nagpur	200,407	15,616	216,023	23,21,269	496,378	3,461	499,839	52 97,861
Bombay, Baroda and Central India	14,474	1,157	15,631	94,752	79,622	84,775	164,397	21,31,490
Burma	652,020	..	652,020	35,76,511	523,292	..	523,292	37,02,915
Eastern Bengal	179,750	85,861	265,611	11,34,995	161,995	37,186	199,181	8,51,195
East Indian	176,149	23,279	199,428	7,59,242	277,610	68,400	346,010	23,06,844
Great Indian Peninsula	3,304	719	4,023	21,408	76,842	131,719	208,561	19,84,055
Jodhpur*	849	103	952	3,443	4,757	28,422	33,179	3,67,926
Madras and Southern Mahratta	93,384	44,174	137,558	10,62,741	349,997	145,811	495,808	63,94,598
Nizam's Guaranteed State	..	..	..	..	59,606	31,385	90,991	8,97,542
North-Western	51,526	1,420	52,946	2,39,037	280,801	12,565	293,366	27,18,066
Oudh and Rohilkhand	..		..	..	5,751	35,953	41,704	2,54,117
Rohilkund and Kumaon	13,273	156	13,429	70,649	10,112	3,631	13,743	62,365
South Indian	129,876	33,341	163,217	12,91,878	162,319	1,16,705	279,024	29,90,890
Tota , 1924-25	1,653,775	225,839	1,879,614	1,14,38,744	2,766,757	772,606	3,539,363	3,20,93,057
Total, 1923-24	1 532,507	246,271	*1,781,774	1,16,46,670	2,450,210	535,323	*3,053,358	2,68,97, 679
Increase	121,268	..	97,840	..	316,547	237,283	486,005	51,95,378
Decrease	..	20,432	..	2,07,926	..	..	..	..

*Jodhpur Railway figures for 1923-24 are included in total only.

by Class I Railways and the earnings therefrom for the year 1924-25.

Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
3. Cotton, manufactured.				4. Fodder.				5. Fruits and vegetables, fresh.			
10	11	12	13	14	15	16	17	18	19	20	21
..	..	..	..	..	..	..	..	16,722	4,050	20,772	1,02,524
13,760	25,115	38,875	8,25,063	24,719	2,490	27,209	1,10,950	3,12,299	6,273	3,18,572	5,91,083
20,626	31,473	52,099	14,53,228	40,471	6,383	46,854	2,54,685	11,884	11,118	23,002	2,97,476
127,025	4,527	131,552	55,85,510	249,060	20,888	269,948	16,61,536	62,184	8,915	71,099	9,78,465
14,874	..	14,874	4,36,588	53,884	..	53,884	2,45,386	93,790	..	93,790	10,86,525
18,546	13,363	31,909	5,33,062	41,314	5,098	46,412	1,78,568	14,793	41,799	56,592	4,26,846
53,948	11,296	65,244	21,35,468	102,556	23,194	125,750	7,63,542	52,409	31,794	84,203	9,95,838
96,652	36,721	133,373	44,47,611	70,613	20,981	91,594	7,42,606	44,932	22,479	67,411	7,84,391
827	8,315	9,142	1,61,523	10,953	3,189	14,142	46,186	3,061	2,784	5,848	41,677
32,043	32,552	64,595	12,55,165	41,684	9,067	50,751	4,06,352	79,333	20,990	100,323	16,60,527
3,525	17,414	20,939	3,52,604	18,419	5,520	23,939	1,57,923	..	..	..	..
57,770	26,820	84,590	32,02,739	110,162	40,322	150,484	10,22,459	73,424	11,574	84,998	9,21,026
14,119	12,667	26,786	3,63,459	15,497	10,744	26,241	1,57,536	15,904	3,227	19,131	1,18,742
1,388	5,169	6,557	60,922	12,730	331	13,061	24,489	2,404	298	2,702	12,801
29,509	5,045	34,554	5,79,615	40,227	3,248	43,475	4,04,011	79,061	4,458	83,519	7,70, 436
484,612	230,477	715,089	2,13,92,557	832,289	151,455	983,744	61,76,229	362,203	169,759	1,031,962	81,88,360
460,345	196,950	*670,399	2,08,54,358	773,817	135,819	*924,686	59,75,813	721,199	130,771	*861,269	70,83,350
24,267	33,527	44,690	5,38,199	58,472	15,636	59,658	2,00,416	141,004	38,988	170,693	11,05,010
..	..	..	..	..	..	..	..	..	..	..	..

8. Gram and Pulse.				9. Wheat.				10. Jowar and Bajra.			
31	32	33	34	35	36	37	38	39	40	41	42
..	..	..	..	..	..	..	..	..	..	..	..
110,333	16,882	127,215	8,30,617	72,933	2,047	74,980	5,42,999	..	..	..	..
107,417	34,496	141,913	15,06,145	85,283	6,358	91,641	9,58,304	2,647	348	2,995	17,780
260,072	80,593	340,665	41,54,446	151,782	111,924	263,706	34,53,299	56,605	37,308	93,913	12,56,075
71,778	..	71,778	8,84,613	..	..	..	..	5,944	..	5,944	82,589
42,635	39,276	81,911	4,44,149	..	..	..	..	..	..	..	..
339,653	153,678	493,331	42,56,695	147,141	187,719	334,860	29,71,854	28,000	5,357	33,357	150,953
357,072	206,670	563,742	92,13,040	273,291	118,470	391,761	56,82,472	138,073	96,821	234,894	25,07,529
26,070	33,534	59,604	4,79,095	17,493	35,728	53,221	4,15,137	7,550	8,635	16,185	89,283
81,396	255,291	336,687	38,26,504	15,017	31,268	46,285	478,772	65,175	132,764	197,939	21,47,733
25,261	28,192	53,453	3,78,585	2,964	20,434	23,398	2,07,961	86,461	13,061	99,522	6,73,183
501,965	104,407	606,372	63,71,504	1,600,373	91,227	1,691,600	2,47,79,654	76,270	3,214	79,484	6,52,837
41,423	63,393	104,816	5,44,291	141,168	22,861	164,029	11,90,557	4,198	2,521	6,719	41,951
55,101	23,103	78,204	2,93,221	37,756	790	38,546	1,21,561	2,791	4,985	7,776	28,279
141,033	44,051	185,084	14,72,011	..	..	..	..	19,414	47,897	67,311	5,63,795
2,161,209	1,088,566	3,244,775	3,46,54,886	2,545,201	628,826	3,174,027	4,03,02,570	493,128	352,911	846,039	82,11,937
1,779,922	745,707	*2,525,629	2,83,06,587	1,762,143	442,055	*2,273,996	2,74,83,829	488,276	275,841	*764,117	82,46,874
381,287	337,859	719,146	63,48,299	783,058	186,771	900,031	1,33,18,741	4,852	77,070	81,922	..
..	..	..	..	..	..	..	..	..	..	..	34,937

29.—Statement of Principal Commodities, excluding live-stock, carried by Class 1 Railways

Railway system.	Quantity. Originating on Home line whether Local or Foreign. Tons.	Other traffic. Tons.	Total. Tons.	Earnings. Rs.	Quantity. Originating on Home line whether Local or Foreign. Tons.	Other traffic. Tons.	Total. Tons.	Earnings. Rs.
	11. Other grains.				12. Jute, raw.			
43	44	45	46	47	48	49	50	51
Assam-Bengal	..	..	..	..	129,793	5,731	135,524	9,48,495
Bengal and North-Western	193,476	22,547	216,023	13,79,693	..	..	..	..
Bengal Nagpur	9,431	1,946	11,377	94,374	13,638	41,588	55,226	3,87,368
Bombay, Baroda and Central India	169,152	60,776	229,928	20,67,474	48	58	106	1,237
Burma	3,438	..	3,438	32,491	..	..	..	..
Eastern Bengal	42,090	32,864	74,954	3,98,372	827,240	142,125	969,365	1,25,30,991
East Indian	78,580	57,478	136,058	12,21,840	8,993	69,895	78,888	3,10,880
Great Indian Peninsula	67,894	27,538	95,432	10,06,683	..	..	..	..
Jodhpur	85,688	94,033	179,721	15,28,678	8	22	30	167
Madras and Southern Mahratta	41,063	14,037	55,100	6,04,919	..	..	..	..
Nizam's Guaranteed State	..	..	..	..	..	..	..	..
North Western	444,934	214,918	659,852	76,79,704	..	..	..	..
Oudh and Rohilkhand	143,389	26,051	169,440	11,27,456	..	..	..	..
Rohilkund and Kumaon	27,594	951	28,545	1,30,591	28	53	81	363
South Indian	27,985	16,858	44,843	4,34,407	..	..	..	..
Total, 1924-25	1,234,714	569,997	1,804,711	1,77,06,682	979,748	259,472	1,239,220	1,41,79,501
Total, 1923-24	1,274,102	364,300	*1,871,144	1,82,12,972	885,986	320,542	*1,206,540	1,26,82,666
Increase	60,612	205,697	33,567	..	93,762	..	32,680	14,96,835
Decrease	..	..	..	5,06,290	..	61,070	..	..

Railway system.	16. Oilseeds.				17. Tobacco.			
64	65	66	67	68	69	70	71	72
Assam Bengal	..	..	..	..	1,922	6,291	8,213	1,12,139
Bengal and North-Western	195,806	2,949	198,755	11,64,582	35,911	5,265	41,176	5,16,356
Bengal Nagpur	161,176	9,329	170,505	17,65,589	9,419	18,636	28,055	5,37,414
Bombay, Baroda and Central India	272, 203	109,139	381,342	42,09,579	32,484	5,207	37,691	7,65,938
Burma	19,582	..	19,582	1,77,426	17,422	..	17,422	2,05,492
Eastern Bengal	59,720	17,433	77,153	4,74,321	32,966	18,140	51,106	8,46,134
East Indian	208,272	288,537	496,809	43,37,399	17,059	25,097	42,156	7,23,677
Great Indian Peninsula	363,303	330,494	693,797	95,44,385	4,211	16,313	20,524	4,32,612
Jodhpur	21,551	54,533	76,084	6,46,156	568	2,963	3,531	51,147
Madras and Southern Mahratta	333,071	96,608	429,679	54,69,694	44,933	6,319	51,252	8,80,546
Nizam's Guaranteed State	197,454	28,828	226,282	17,69,521	1,264	4,076	5,340	82,525
North Western	385,045	102,325	487,370	53,37,431	26,412	4,681	31,093	6,65,080
Oudh and Rohilkhand	78,195	9,883	88,078	5,53,373	1,552	3,545	5,097	60,945
Rohilkund and Kumaon	20,051	588	20,639	1,03,503	2,781	754	3,535	34,027
South Indian	214,680	43,412	258,092	24,43,580	22,734	2,392	25,126	3,30,576
Total, 1924-25	2,530,109	1,094,058	3,624,167	3,84,96,539	251,638	119,679	371,317	62,44,608
Total, 1923-24	2,286,572	1,005,938	*3,437,990	3,56,46,020	236,225	120,074	*361,284	58,18,213
Increase	243,537	88,120	186,177	28,50,519	15,413	..	10,033	4,26,395
Decrease	..	..	..	..	..	395	..	..

* Includes the Jodhpur Railway figures for 1923-24 not included in the details.

and the earnings therefrom for the year 1924-25—contd.

Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether Local or Foreign. Tons.	Other traffic. Tons.	Total. Tons.	Rs.	Originating on Home line whether Local or Foreign. Tons.	Other traffic. Tons.	Total. Tons.	Rs.	Originating on Home line whether Local or Foreign. Tons.	Other traffic. Tons.	Total. Tons.	Rs.
13. Iron and Steel, wrought.				14. Marble and stone.				15. Kerosene.			
52	53	54	55	56	57	58	59	60	61	62	63
12,753	14,595	27,348	3,40,153	..	..	..	..	61,109	15,474	76,583	6,74,446
7,209	11,643	18,852	1,83,139	1,893	6,227	8,120	36,238	3,876	39,349	43,225	4,17,738
138,539	17,989	156,528	10,60,346	56,815	3,523	60,338	1,48,034	49,356	5,291	54,647	10,75,676
130,753	10,685	141,438	31,61,149	234,488	58,571	293,059	9,85,250	56,578	5,947	62,525	12,63,437
30,755	..	30,755	3,62,490	434,447	..	434,447	7,79,225	51,811	..	51,811	8,58,778
26,558	63,407	89,965	8,84,551	3,025	17,156	20,181	30,387	255,613	11,641	267,254	13,15,051
118,225	58,467	176,692	27,56,032	377,724	43,808	421,532	11,99,149	1,578	142,060	143,638	31,91,910
192,303	35,700	228,003	35,28,701	265,354	101,869	367,223	15,18,535	105,963	2,334	108,297	24,56,117
980	9,724	10,704	1,15,677	81,436	3,239	84,675	2,38,025	267	7,512	7,779	1,25,535
62,181	30,638	92,819	12,53,376	96,204	2,025	98,229	4,84,875	118,792	4,850	123,642	16,81,462
3,194	25,792	28,986	3,05,314	91,146	8,628	99,774	2,75,766	716	17,913	18,629	2,20,989
112,241	31,760	144,001	37,18,775	794,441	35,125	829,566	14,42,470	109,021	667	109,688	31,72,410
8,164	42,997	51,161	4,45,778	38,025	53,251	91,276	1,13,950	1,694	29,220	30,914	3,87,702
2,707	7,790	10,497	67,898	736	3,065	3,801	10,961	1,350	3,840	5,190	27,654
35,786	9,285	45,071	4,88,762	175,861	3,683	179,544	4,35,678	70,382	11,747	82,129	10,62,346
882,348	370,472	1,252,820	1,86,72,141	2,651,595	340,170	2,991,765	76,98,543	888,106	297,845	1,185,951	1,79,31,251
781,616	297,106	*1,088,562	1,57,56,375	2,160,461	374,689	*2,619,893	78,28,037	762,569	275,958	*1,050,959	1,67,27,920
100,732	73,366	164,258	29,15,766	491,134	..	371,822	..	125,537	21,887	134,992	12,93,3
..	..	..	..	..	34,519	..	1,29,494	..	..	..	..
18. Provisions.				19. Salt.				20. Sugar, refined and unrefined.			
73	74	75	76	77	78	79	80	81	82	83	84
7,074	1,966	9,040	97,548	42,412	3,266	45,672	3,58,298	..	..	..	..
6,977	2,696	9,673	1,16,093	15,128	175,487	190,615	10,99,142	79,731	6,596	86,327	9,63,723
55,988	14,164	70,152	9,03,735	94,830	70,726	165,556	17,27,221	24,981	5,301	30,282	5,39,884
62,209	22,497	84,706	13,71,204	505,558	31,556	537,114	54,58,784	78,578	66,366	144,944	20,68,203
18,017	..	18,017	3,10,679	44,372	..	44,372	7,09,407	9,253	..	9,253	1,38,235
..	..	..	..	43,430	69,521	112,951	9,07,192	24,629	3,530	28,159	3,31,431
46,482	24,905	71,387	13,67,872	261,652	84,174	345,826	19,14,574	110,700	38,855	149,555	28,27,348
73,068	30,332	103,400	18,36,693	109,516	170,974	280,490	33,82,513	81,479	20,214	101,693	15,74,318
2,504	7,033	9,537	99,329	44,896	1,211	46,107	2,18,826	1,375	13,148	14,523	1,28,757
81,125	35,031	116,206	13,31,709	99,595	54,195	153,790	14,29,275	25,187	14,977	40,164	4,02,036
7,830	25,226	33,056	3,46,068	1,111	64,018	65,129	5,80,270	774	11,706	12,480	1,32,940
124,727	26,626	151,353	21,57,736	242,788	15,304	258,092	23,91,544	186,738	40,043	226,781	60,10,549
4,101	3,855	7,956	92,036	8,083	70,967	79,050	5,47,730	40,195	41,370	81,565	8,18,421
2,262	1,476	3,738	31,370	4,878	37,485	42,363	2,30,746	18,432	2,966	21,398	97,150
76,777	7,961	84,738	11,65,464	140,242	11,853	152,095	12,33,833	19,358	3,280	22,638	2,54,702
569,141	203,818	772,959	1,12,77,596	1,658,491	860,731	2,519,222	2,21,89,355	701,410	268,352	969,762	1,63,77,696
522,120	209,337	*745,585	1,12,73,111	1,124,244	535,961	*1,684,076	1,42,94,494	555,116	227,745	*803,211	1,21,89,740
47,021	..	27,374	4,485	534,247	324,770	835,146	78,94,861	146,294	40,607	166,551	41,87,956
..	5,519	..	..	..	..	..	..	..	..	..	..

H 3 3AR

29.—Statement of Principal Commodities, excluding live-stock, carried by Class I Railways

Railway system.	Originating on Home line, whether Local or Foreign. Tons.	Quantity. Other traffic. Tons.	Quantity. Total. Tons.	Earnings. Rs.
	21. Gur, Jagree, molasses, etc.			
85	86	87	88	89
Assam Bengal	..	..	..	..
Bengal and North-Western	152,747	2,979	155,726	12,78,601
Bengal Nagpur	8,409	20,598	29,007	3,88,202
Bombay, Baroda and Central India	21,751	135,518	157,269	22,87,890
Burma	31,662	..	31,662	4,39,202
Eastern Bengal	11,507	28,294	39,801	2,89,970
East Indian	85,966	65,712	151,678	11,03,747
Great Indian Peninsula	54,097	80,954	135,051	16,85,691
Jodhpur	824	9,673	10,497	97,071
Madras and Southern Mahratta	95,310	12,485	107,795	11,16,598
Nizam's Guaranteed State	2,206	20,669	22,875	2,37,481
North Western	120,833	29,217	150,050	15,42,111
Oudh and Rohilkhand	56,910	12,169	69,079	4,66,611
Rohilkund and Kumaon	34,387	2,162	36,549	2,37,660
South Indian	40,725	866	41,393	4,63,272
Total, 1924-25	717,334	421,098	1,138,432	1,16,34,107
Total, 1923-24	829,282	442,932	*1,289,419	1,35,09,318
Increase	..	..	..	..
Decrease	111,948	21,834	150,987	18,75,211

Railway system.	24. Railway materials carried for the public and foreign railways.			
98	99	100	101	102
Assam Bengal	108	707	815	4,134
Bengal and North-Western	46,846	..	46,846	1,90,108
Bengal Nagpur	153,520	5,088	158,608	9,81,279
Bombay, Baroda and Central India	37,979	9,365	46,444	1,78,713
Burma	4,594	..	4,594	24,697
Eastern Bengal	8,249	7,030	15,279	24,337
East Indian	123,170	93,205	216,375	10,39,998
Great Indian Peninsula	13,248	13,491	26,739	2,01,594
Jodhpur	788	4,672	5,460	21,530
Madras and Southern Mahratta	9,707	15,696	25,403	1,37,922
Nizam's Guaranteed State	..	..	..	..
North Western	17,082	37,166	54,248	3,03,215
Oudh and Rohilkhand	5,912	1,705	7,617	33,544
Rohilkund and Kumaon	..	..	..	..
South Indian	5,731	3,904	9,635	57,334
Total, 1924-25	426,034	192,029	618,063	31,98,315
Total, 1923-24	357,780	176,762	*537,197	29,67,646
Increase	68,254	15,267	80,866	2,30,669
Decrease	..	..	..	..

* Includes the Jodhpur Railway figures for 1923-24 not included in the details.

and the earnings thereform for the year 1924-25—concld.

Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether Local or Foreign. Tons.	Other traffic. Tons.	Total. Tons.	Rs.	Originating on Home line, whether Local or Foreign. Tons.	Other traffic. Tons.	Total. Tons.	Rs.
22. Wood, unwrought.				23. Metallic Ores.			
90	91	92	93	94	95	96	97
17,631	3,309	20,940	80,704	..	..	..	..
116,103	6,826	122,929	4,98,547	..	..	..	..
110,697	1,766	112,463	6,54,021	2,067,130	1,221	2,068,351	66,39,277
144,427	64,782	209,209	11,38,917	83,181	..	83,181	5,88,094
177,212	..	177,212	9,37,878	66,995	..	66,995	4,77,890
39,789	26,738	66,527	4,37,830	..	..	..	..
36,398	59,898	96,296	5,74,480	2,886	493	3,379	35,540
132,117	40,106	172,223	9,26,053	80	244,443	244,523	23,54,542
2,779	5,841	8,620	41,223	..	16	16	138
68,159	36,772	104,931	8,13,374	71,906	49,259	121,165	7,54,406
75,258	15,245	90,503	3,21,580	..	..	..	..
215,802	61,077	276,879	12,09,319	26,854	1	26,855	3,83,947
57,972	44,906	102,878	4,45,103	..	..	..	..
85,216	4,229	89,445	3,84,158	..	..	..	..
153,784	1,672	155,456	9,76,353	..	..	..	..
1,433,344	373,167	1,806,511	94,39,540	2,319,032	295,433	2,614,465	1,12,33,834
1,528,739	394,537	*1,936,649	1,01,99,126	2,021,116	290,342	*2,311,460	1,04,90,440
..	..	..	..	297,916	5,091	303,005	7,43,394
95,395	21,370	130,138	7,59,586	..	..	..	..
25. Other commodities.				26. Total.			
103	104	105	106	107	108	109	110
206,258	92,850	299,108	33,65,985	673,521	256,165	929,686	76,14,583
252,997	100,275	353,272	24,90,802	1,960,102	763,660	2,723,762	1,60,06,180
1,511,376	167,708	1,679,084	89,26,731	9,318,128	1,033,201	10,351,329	5,07,80,836
944,443	289,226	1,233,669	1,33,89,725	3,960,755	2,051,212	6,011,967	6,96,71,099
812,771	..	812,771	77,87,737	3,137,913	..	3,137,913	2,32,56,664
451,083	284,844	735,927	50,09,812	2,293,747	2,381,031	4,674,778	2,99,03,318
1,484,953	590,210	2,075,163	1,73,71,180	15,479,624	2,926,332	18,405,956	11,08,46,374
1,034,691	446,138	1,480,829	1,56,40,207	4,267,235	3,013,995	7,281,230	9,24,28,277
47,422	41,035	88,457	11,30,565	392,917	387,946	780,863	63,25,459
701,857	223,781	925,638	90,45,849	2,793,650	1,516,353	4,310,003	4,59,42,381
79,416	76,779	156,195	13,36,752	1,116,637	452,513	1,569,150	1,13,36,348
1,576,485	241,198	1,817,683	2,03,22,262	7,567,165	1,863,225	9,430,390	10,62,10,063
399,756	227,418	627,174	31,21,708	1,084,969	1,638,608	2,723,577	1,52,79,122
3,02,229	17,326	319,555	11,38,119	639,452	132,661	772,113	31,86,594
613,144	100,223	713,367	47,98,294	2,283,950	492,069	2,776,019	2,31,38,429
10,418,881	2,899,011	13,317,892	11,48,69,728	56,969,755	18,908,971	75,878,736	61,19,25,727
9,679,879	2,614,860	*12,365,388	10,99,97,120	50,574,921	15,806,725	*67,386,403	55,24,04,036
839,002	284,151	952,504	48,72,608	6,394,844	3,102,246	8,492,333	6,95,21,691
..	..	..	..	..	..	..	..

30.—Analysis of operating

Railway.	TABLE A.—MAINTENANCE OF STRUCTUAL						
	General Administration.					Track (Running lines	
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.
1	2	3	4	5	6	7	8
5′ 6″ Gauge.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
Bengal-Nagpur	16,14,536	801·9	564·7	0·25	16·5	24,19,665	1,201·8
Bombay, Baroda and Central India	11,08,800	837·3	549·1	0·26	13·7	15,78,161	1,191·7
Eastern Bengal	13,02,918	1,941·5	944·9	0·46	19·5	10,74,418	1,601·0
East Indian	26,13,017	934·3	522·5	0·16	13·6	43,64,252	1,560·5
Great Indian Peninsula	25,81,008	798·5	493 6	0 24	13·2	40,34,715	1,248·2
Madras and Southern Mahratta	7,80,783	728·4	576·6	0·27	13·2	8,66,296	808·1
Nizam's Guaranteed State	2,18,655	535·7	465·2	0·37	9·8	19,02,172	4,660·5
North Western	29,27,737	545·3	371·1	0·24	11·4	57,30,279	1,067·4
Oudh and Rohilkhand	8,93,653	557·2	442·2	0·32	15·0	13,70,229	854·4
South Indian	2,77,224	616·3	521·8	0·34	21·7	3,42,792	762·1
3′ 3⅜″ Gauge.							
Assam-Bengal	5,55,591	529·6	445·4	0·69	22·3	6,97,928	665·3
Bengal and North-Western	5,27,156	255·2	208·9	0·27	13·2	19,42,473	940·3
Bombay, Baroda and Central India	9,33,983	380·6	321·9	0·30	14·5	17,39,532	709·0
Burma	9,11,212	512·2	385·7	0·40	14·6	37,07,106	2 083·7
Eastern Bengal*	5,79,679	551·7	436·4	0·40	12·7	10,30,853	981·0
Jodhpur	1,02,131	122·6	103·8	0·15	8·1	8,59,411	1,031·5
Madras and Southern Mahratta	6,12,710	314·2	279·9	0·33	13·9	10,71,317	549·3
Nizam's Guaranteed State	2,03,790	368·6	318·1	0·54	26·5	4,03,105	729·1
Rohilkund and Kumaon	1,46,509	256·5	211·6	0·48	15·8	2,50,759	438·9
South Indian	7,69,458	579·5	484·7	0·49	17·2	8,90,960	671·1
2′ 6″ Gauge.							
Bengal-Nagpur†	2,32,034	259·4	235·5	0·72	16 8	5,32,381	595·3
Bombay, Baroda and Central India	28 071	183·2	160·5	0 97	18 3	65 343	426·4
North Western	1,83,646	399·9	334·1	1·66	10 6	3,97,544	865·7
South Indian	26,650	270·0	252·4	1·41	26·0	48,105	487·4

*Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.
†Excludes figures for Mayurbhanj and Padakimedi Light Railways.

expenses of Class I Railways for the year 1924-25.

WORKS.

SIDINGS AND YARDS.)			BRIDGES AND TUNNELS.				
Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.
9	10	11	12	13	14	15	16
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
846·2	0·37	24·7	1,37,675	68·4	48·1	0·02	1·40
781·5	0·37	19·4	1,85,384	140·0	91·8	0·04	2·28
779·2	0·38	16·1	2,25,776	336·4	163·7	0·08	3·37
872·7	0·26	22·7	2,82,809	101·1	56·5	0·02	1·47
781·1	0·37	20·6	3,57,775	110·7	69·3	0·03	1·83
639·7	..	14·6	79,653	74·3	58·8	0·03	1·34
4,046·8	..	85·3	—36,598	—89·7	—77·9	—0·06	—1·64
726·4	0·47	22·4	4,46,247	83·1	56·6	0·04	1·74
678·0	0·48	23·0	1,26,424	78·8	62·5	0·05	2·12
645·2	0·42	26·8	33,090	73·6	62·3	0·04	2·58
559·5	0·87	28·0	60,835	57·9	48·8	0·07	2·40
769·8	0·98	48·7	9,33,057	451·7	369·7	0·47	23·39
599·6	0·57	26·9	77,367	31·5	26·7	0·02	1·20
1,569·3	1·63	59 4	2,468	1·4	1·0	0·00	0·03
776·0	0·71	22·5	2,20,070	209·4	165·7	0·15	4·81
915·5	1·25	68·3	51,142	61·4	54·5	0·07	4·06
489·5	0·59	24·2	99,300	50·9	45·4	0·05	2·24
629·3	1·08	52·5	8,092	14·6	12·6	0·02	1·05
362·0	0·83	27·0	23,951	41·9	34·6	0·08	2·58
561·3	0·56	19·9	65,018	49·0	41·0	0·04	1·46
540·4	1·64	38·4	3,124	3·6	3·2	0·01	0·22
373·7	2·27	42·6	3,785	24·7	21·6	0·13	2·47
723·3	3·59	23·0	44,395	97·8	81·7	0·41	2·60
455·5	2·54	47·0	878	8·9	8·3	0·05	0·86

TABLE A.—MAINTENANCE OF SIRUCTURAL

Railway.	Other structural Works.					Equipment.		
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.
17	18	19	20	21	22	23	24	25
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
5′ 6″ Gauge.								
Bengal-Nagpur	12,88,084	639·8	450·5	0·20	13·1	1,05,987	52·6	37·1
Bombay, Baroda and Central India	6,83,294	515·9	338·4	0·16	8·4	43,524	32·9	21·6
Eastern Bengal	17,12,016	2,551·1	1,241·6	0·61	25·6	87,755	130·8	63·6
East Indian	29,56,610	1,657·2	591·2	0·17	15·4	2,96,932	106·2	59·4
Great Indian Peninsula	28,17,658	871·7	545·5	0·26	14·4	4,30,249	133·1	83·3
Madras and Southern Mahratta	6,53,211	609 4	482·4	0·21	11·0	..	..	..
Nizam's Guaranteed State	1,13,803	278·8	242·1	0·19	5·1	..	..	..
North Western	27.83,197	518·4	352·8	0·23	10·9	1,08,976	20·3	13·8
Oudh and Rohilkhand	5,59,439	348·9	276·8	0·20	9·4	67,451	42·1	33·4
South Indian	1,42,255	316·3	267·7	0·18	11·1	10,192	22·6	19·2
3′ 3¾″ Gauge.								
Assam-Bengal	3,46,822	330·6	278·0	0·45	13·9	26,039	24·8	20·9
Bengal and North-Western	3,51,127	169·9	139·1	0·19	8·8	..	..	..
Bombay, Baroda and Central India	7,24,037	295·1	249·5	0·24	11·2	47,493	19·4	16·4
Burma	11,44,208	643·2	544·3	0·51	18·4	..	..	..
Eastern Bengal*	5,71,216	543·6	430·1	0·39	12·5	52,371	49·8	39·4
Jodhpur	1,27,743	153·3	130·1	0·17	10·1	..	..	..
Madras and Southern Mahratta	5,30,443	272 0	242·3	0·30	12·0	..	..	..
Nizam's Guaranteed State	93,2.3	177·6	153·3	0·26	12·8	..	..	..
Rohilkund and Kumaon	78,833	138·0	113·8	0·26	8·5	7,758	13·6	11·2
South Indian	3,92,337	295·5	247·2	0·25	8·8	30,712	23·1	19·3
2′ 6″ Gauge.								
Bengal-Nagpur†	1,07,670	120 4	109·3	0·33	7·8	14,387	16·1	14·6
Bombay, Baroda and Central India	5,648	36 9	32·3	0 20	3·08	—1,911	—12·5	—10·9
North Western	1,23,518	269·0	224·7	1·11	7·14	7,614	16·6	13·9
South Indian	7,899	80·0	74·8	0·42	7 71	1,260	12·8	11·9

* Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.
† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

expenses of Class I Railways for the year 1924-25—contd.

WORKS—*contd.*

		Conservancy of Rivers.					New Minor Works and other Miscellaneous Expenses, etc.				
Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.
26	27	28	29	30	31	32	33	34	35	36	37
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
0·01	1·08	3,040	1·5	1·06	0·00	0·03	4,70,555	233·7	164·6	0·08	4·80
0·01	0·54	..	..	..	..	..	3,19,917	241·5	158·4	0·07	3·94
0·03	1·31	40,280	60·0	29·2	0·02	0·60	3,52,754	525·6	255·9	0·13	5·29
0·02	1·55	2,829	1·0	0·57	0·00	0·01	6,93,833	248·1	138·7	0·04	3·61
0·04	2·20	2,195	0·7	0·43	0·00	0·01	6,29,752	194·9	121·9	0·06	3·20
..	..	..	..	..	..	..	42,853	40·0	31·6	0·01	0·72
..	..	..	..	..	..	..	32,819	80·4	69·8	0·05	1·47
0·01	0·43	1,15,252	21·5	14·60	0·01	0·45	18,36,459	342·1	232·8	0·15	7·17
0·02	0·13	1,31,663	82·1	65·10	0·05	2·21	2,37,370	148·0	117·5	0·08	3·98
0·01	0·80	..	..	..	..	..	65,851	146·2	123·9	0·08	5·15
0·03	1·04	653	0·6	0·52	..	0·03	50,909	48·0	40·7	0·06	2·04
..	..	1,679	0·8	0·66	0·00	0·04	234,507	113·5	92·9	0·24	5·83
0·02	0·73	..	..	..	..	..	2,39,703	97·7	82·6	0·08	3·71
..	..	13,100	7·4	5·54	0·01	0·20	4,62,968	260·2	196·0	0·20	7·41
0·04	1·14	30,754	29·3	23·2	0·02	0·67	3,79,706	361·4	285·8	0·27	8·30
..	..	..	..	..	..	..	1,18,198	141·9	125·9	0·17	9·38
..	..	..	..	..	..	..	—48,898	—25·1	—22·3	—0·03	—1·10
..	..	..	..	..	..	..	54,641	98·8	85·3	0·15	7·12
0·03	0·83	578	1·0	0·83	0·00	0·06	52,225	91·4	75·4	0·17	5·63
0·02	0·69	..	..	..	..	..	2,34,317	176·5	147·6	0·14	5·24
0·05	1·04	..	..	..	..	..	95,683	107·0	97·1	0·29	6·91
—0·07	—1·24	..	..	..	..	..	3,068	20·0	17·5	0·11	2·00
0·07	0·43	182	0·4	0·33	..	0·01	60,275	131·2	109·7	0·55	3·49
0·07	1·23	..	..	..	..	..	3,402	34·5	32·2	0·17	3·32

30.—Analysis of operating

TABLE A.—MAINTENANCE OF STRUCTURAL

Railway.	Total Ordinary Repairs and Maintenance.					Total replacement and		
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.
38	39	40	41	42	43	44	45	47
5′ 6″ Gauge.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
Bengal-Nagpur	44,25,006	2,197·8	1,547·6	0 68	45·1	37,69,466	1,872·3	1,318·3
Bombay, Baroda and Central India	28,10,280	2,122·0	1,391·7	0·65	34·6	42,03,503	3,174·1	2,081·6
Eastern Bengal	34,92,999	5,204·9	2,533·2	1·25	52·2	18,94,945	2,823·6	1,374·2
East Indian	85,97,295	3,074·1	1,719·1	0·51	44·7	80,09,000	2,863·7	1,601·5
Great Indian Peninsula	82,72,344	2,559·3	1,601·5	0·76	42·2	87,30,056	2,700·9	1,690·0
Madras and Southern Mahratta	16,42,013	1,631·8	1,212·5	0·55	27·7	35,06,304	3,271·0	2,589·1
Nizam's Guaranteed State	20,12,187	4,930·0	4,280·9	3·37	90·2	..	..	..
North Western	1,10,21,110	2,052 8	1,397·0	0·91	43·1	1,16,54,429	2,170·7	477·2
Oudh and Rohilkhand	24,92,576	1,554·3	1,233·3	0·88	41·8	25,80,570	1,609·1	1,276·9
South Indian	5,94,180	1,321·0	1,118·3	0·73	46·4	4,08,437	908 1	768·8
3′ 3⅜″ Gauge.								
Assam-Bengal	11,83,216	1,127·8	948 5	1·48	47·4	7,90,873	753·9	634·0
Bengal and North-Western	34,62,843	1,676·3	1,372·2	1·88	86·8	..	..	..
Bombay, Baroda and Central India	28,28,140	1,152·7	974 8	0·93	43·7	27,02,451	1,101·5	931·5
Burma	30,94,833	1,739·5	1,310·1	1·36	49·6	22,35,017	1,256·3	946·1
Eastern Bengal*	22,84,975	2,174·5	1,720·3	1·58	49·9	17,11,239	1,628·5	1,288·4
Jodhpur	11,56,494	1,388·1	1,231·9	1·66	92·8	..	..	..
Madras and Southern Mahratta	16,52,162	847·1	754·9	0·91	37·3	21,61,391	1,108·3	987·6
Nizam's Guaranteed State	5,64,061	1,020·2	880 6	1·51	73 5	..	..	..
Rohilkhund and Kumaon	4,14,104	724·8	597·8	1·37	44·6	3,68 327	644·6	531·8
South Indian	16,13,374	1,215·2	1,016·4	1·01	36·1	20,84,137	1,569·7	1,312·9
2′ 6″ Gauge.								
Bengal-Nagpur†	7,53,245	842·2	764·6	2 32	54·4	3,99,525	446·7	405·6
Bombay, Baroda and Central India	75,933	495·5	434·2	2·64	49·5	49,541	323·3	283·3
North Western	6,34,018	1,380·7	1,153·6	5·13	36·7	9,11,371	1,984·7	1,658·2
South Indian	61,544	623·6	582 8	3 25	60·1	14,207	143·9	134·5

* Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakinedi Light Railways

expenses of Class I Railways for the year 1924-25—contd.

WORKS—*concld.*

Renewal.		Total Maintenance of Structural Works.					Total Maintenance of Structural Works less value of Stores returned to Stock.				
Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.
47	48	49	50	51	52	53	54	55	56	57	58
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
0·58	38·5	98,09,008	4,872·0	3,430·6	1·51	100 1	97,99,967	4,867·5	3,427·4	1·51	100 0
0·98	51·7	81,22,533	6,133·4	4,022·4	1·89	100·0	81,22,583	6,133·4	4,062·4	1·89	100·0
0·68	28·3	66,90,862	9,970·0	4,852·3	2·39	100 0	66,90,862	9,970·0	4,852·3	2·39	100·0
0·48	41·7	1,92,19,312	6,872 1	3,843·1	1·15	100·0	1,92,19,312	6,872·1	3,843·1	1·15	100·0
0·79	44·6	1,95,83,408	6,058·7	3,791·1	1·79	100 0	1,89,36,036	5,858·4	3,665·8	1·73	96·7
1·18	59·1	59,29,100	5,531·2	4,378·2	2·00	100 0	59,29,100	5,531·2	4,378·2	2 00	100·0
..	..	22,30,842	5,465·7	4,746·1	3·74	100·0	22,30,842	5,465·7	4,746·1	3·74	100·0
0·96	45·5	2,53,03,270	4,768·8	3,245·3	2·11	100·0	2,56,03,276	4,768·8	3,245·3	2·11	100·0
0 91	43·2	59,66,799	3,720·6	2,952·4	2·11	100·0	59,66,799	3,720·6	2,952·4	2·11	100·0
0·50	31·9	12,79,841	2,845·4	2,408·9	1 57	100 0	12,79,841	2,845·4	2,408·9	1·57	100·0
0·98	31·7	25,29,680	2,411·3	2,027·9	3·15	101·4	24,94,697	2,378·0	1,999·9	3·11	100·0
..	..	39,89,999	1,931·5	1,581·1	2·15	100·0	39,89,999	1,931·5	1,581·1	2·15	100 0
0·89	41·8	64,64,574	2,634·8	2,228 2	2·12	100·0	64,64,574	2,634·8	2,228·3	2·12	100·0
0·99	35·8	62,41,062	3,508·0	2,641·9	2·75	100·0	62,41,062	3,508·0	2,641·9	2·75	100·0
1·18	37·4	45,75,893	4,354·7	3,445·1	3·16	100·0	45,75,893	4,354·7	3,445·1	3·16	100·0
..	..	12,58,625	1,510·6	1,340·8	1·81	100·0	12 58,625	1,510·6	1,340·8	1·81	100 0
1·19	48·8	44,26,263	2,269·6	2,022·4	2·43	100·0	44,26,263	2,269·6	2,022·4	2·43	100 0
..	..	7,67,851	1,388·8	1,198·7	2·05	100·0	7,67,851	1,388·8	1,198·7	2·05	100·0
1·21	39·6	9,29,000	1,625·9	1,341·2	3·03	100·0	9,29,000	1,625·9	1,341·2	3 03	100 0
1·32	46·7	44,66,969	3,364·4	2,814·0	2·82	100·0	44,66,969	3,364·4	2,814·0	2·82	100·0
1·23	28·8	13,84,804	1,548·4	1,405·7	4·27	100·0	13,84,764	1,548·4	1,405·7	4·27	100·0
1·72	32·2	1,53,545	1,002·0	878·0	5·33	100·0	1,53,545	1,002·0	878·0	5·33	100·0
8·23	52·7	17,29,035	3,765·3	3,145·9	15·60	100·0	17,29,035	3,765·3	3,145·9	15·60	100·0
0·7	13·9	1,02,401	1,037·5	969·7	5·41	100·0	1,02,401	1,037·5	969·7	5·41	100·0

30.—Analysis of operating

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	General Administration.				Locomotives—(a) Running Repairs.			
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
Bengal-Nagpur	10,52,121	0·03	0·16	7·24	11,24,608	0·07	0·17	7·73
Bombay, Baroda and Central India	6,65,953	0·07	0·15	4·19	10,02,421	0·10	0·23	6·31
Eastern Bengal	4,04,740	0·06	0·14	5·77	2,99,873	0·05	0·11	4·28
East Indian	21,52,327	0·06	0·13	7·63	18,19,643	0·05	0·11	6·45
Great Indian Peninsula	16,23,862	0·06	0·15	4·06	26,56,783	0·10	0·24	6·64
Madras and Southern Mahratta	5,08,655	0·07	0·17	5·24	‡21,66,866	0·29	0·73	22·30
Nizam's Guaranteed State	1,16,428	0·07	0·19	8·24	‡3,59,189	0·20	0·60	25·43
North Western	16,03,647	0·06	0·13	3·47	29,75,388	0·11	0·25	6·42
Oudh and Rohilkhand	3,88,841	0·06	0·14	4·73	1,66,513	0·03	0·06	2·03
South Indian	1,99,460	0·07	0·21	4·51	2,15,625	0·08	0·27	5·74
3′ 3⅜″ Gauge.								
Assam-Bengal	2,39,274	0·07	0·29	9·92	93,893	0·03	0·12	3·89
Bengal and North-Western	2,48,101	0·03	0·13	5·49	‡5,64,224	0·10	0·44	19·11
Bombay, Baroda and Central India	9,43,381	0·08	0·31	7·10	5,68,193	0·05	0·19	4·28
Burma	6,13,790	6·71	0·27	7·40	‡15,59,292	17·10	0·68	18·80
Eastern Bengal*	3,55,835	0·07	0·25	7·24	3,11,287	0·06	0·22	6·33
Jodhpur	97,857	0·04	0·14	3·38	‡7,10,664	0·28	1·04	24·58
Madras and Southern Mahratta	4,65,247	0·05	0·26	6·51	‡16,35,895	0·19	0·90	22·90
Nizam's Guaranteed State	1,20,928	0·07	0·32	9·22	‡2,84,399	0·17	0·76	21·60
Rohilkund and Kumaon	71,464	0·78	0·24	7·38	2,22,385	2·42	0·73	22·97
South Indian	4,61,435	0·05	0·29	5·09	6,34,978	0·08	0·40	7·01
2′ 6″ Gauge.								
Bengal-Nagpur†	1,07,417	0·05	0·33	7·21	1,15,419	0·06	0·36	7·74
Bombay, Baroda and Central India	12,134	0·06	0·42	6·13	11,560	0·05	0·40	5·85
North Western	1,07,444	0·09	0·97	6·80	2,59,867	0·22	2·35	16·50
South Indian	13,855	0·09	0·73	8·81	19,627	0·12	1·04	12·50

* Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.
† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.
‡ Includes expenditure incurred in workshop repairs.

expenses of Class I Railways for the year 1924-25—contd.

POWER.

Locomotives —(b) Workshop repairs.				Equipment.				New minor Works, etc.			
Amount.	Per Engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
10	11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
19,98,119	0·13	0·31	13·7	5,18,994	0·03	0·08	3·57	6,137	..	..	0·04
24,66,780	0·26	0·57	15·5	4,17,139	0·03	0·10	2·62	5,333	..	..	0·03
10,89,926	0·16	0·39	15·5	2,58,639	0·04	0·09	3·69	6,932	..	..	0·10
35,78,204	0·10	0·21	12·7	4,38,682	0·01	0·03	1·55	13,835	..	..	0·05
55,08,643	0·21	0·50	13·8	5,96,293	0·02	0·06	1·49	14,333	..	..	0·03
..	..	..	..	4,53,550	0·06	0·15	4·67	2,511	..	..	0·02
..	..	..	..	9,070	0·01	0·02	0·64	23	..	..	..
78,49,132	0·28	0·65	16·9	7,34,808	0·02	0·06	1·59	10,800	..	..	0·02
13,03,990	0·19	0·46	15·9	3,14,413	0·05	0·11	3·82	6,621	..	..	0·08
5,71,224	0·22	0·70	15·2	64,166	0·02	0·08	1·71	2	..	..	..
1,83,325	0·05	0·22	7·61	59,963	0·02	0·07	2·50	—125	..	..	..
..	..	..	..	5,68,120	0·07	0·28	12·6	1,776	..	..	0·03
23,93,171	0·19	0·78	18·0	5,01,837	0·04	0·17	3·79	107	..	..	..
..	..	..	..	4,86,008	5·31	0·21	5·87	..	..	..	..
4,81,054	0·10	0·33	9·8	1,05,520	0·02	0·07	2·15	7,793	..	..	0·16
..	..	..	..	4,70,832	0·19	0·69	16·28	1,609	..	..	0·06
..	..	..	..	1,70,759	0·02	0·09	2·36	..	..	..	..
..	..	..	..	7,589	0·01	0·02	0·58	23	..	..	..
20,390	0·22	0·07	2·10	..	..	..	..	750	0·01	..	0·08
12,08,561	0·15	0·76	13·3	1,13,779	0·02	0·07	1·26	3,500	..	..	0·03
2,22,314	0·11	0·68	14·9	2,754	..	0·01	0·19	15	..	..	..
35,406	0·16	1·23	17·9	..	..	..	..	..	..	..	..
2,61,248	0·23	2·36	16·5	14,717	0·01	0·13	10·93	40,083	..	..	2·54
14,005	0·09	0·74	8·90	643	..	0·03	0·41	..	..	..	..

30.—Analysis of operating expenses of

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	Total Ordinary Repairs and Maintenance.				Running Staff.			
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
22	23	24	25	26	27	28	29	30
5′ 6″ Gauge.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
Bengal Nagpur	36,47,858	0·23	0·56	25·1	33,01,638	0·21	0·51	22·7
Bombay, Baroda and Central India	38,91,673	0·41	0·90	24·5	28,87,292	0·30	0·67	18·1
Eastern Bengal	16,55,370	0·25	0·59	23·6	10,17,402	0·15	0·36	14·5
East Indian	58,50,394	0·16	0·35	20·7	62,85,349	0·17	0·38	22·3
Great Indian Peninsula	87,76,052	0·33	0·80	22·0	69,77,869	0·26	0·64	17·4
Madras and Southern Mahratta	26,22,927	0·35	0·88	27·0	13,56,694	0·18	0·46	14·0
Nizam's Guaranteed State	3,68,282	0·21	0·62	26·1	2,36,246	0·13	0·40	16·7
North Western	1,15,70,128	0·41	0·96	24·9	52,30,433	0·18	0·43	11·3
Oudh and Rohilkhand	17,94,537	0·27	0·63	21·8	12,96,559	0·19	0·46	15·8
South Indian	8,51,017	0·32	1·05	22·7	5,95,878	0·23	0·73	15·9
3′ 3⅜″ Gauge.								
Assam Bengal	3,37,053	0·10	0·41	14·0	3,60,989	0·11	0·44	15·01
Bengal and North-Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	34,66,328	0·28	1·14	26·1	22,62,456	0·19	0·74	17·0
Burma	11,68,011	12·80	0·51	14·1	10,88,561	11·9	0·48	13·1
Eastern Bengal*	9,05,654	0·18	0·62	18·4	7,47,083	0·15	0·52	15·2
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	18,06,653	0·21	0·99	25·3	14,44,803	0·17	0·79	20·2
Nizam's Guaranteed State	2,92,001	0·18	0·78	22·3	2,02,012	0·12	0·54	15·4
Rohilkund and Kumaon	2,43,525	2·65	0·80	25·1	1,02,068	1·12	0·34	63·5
South Indian	19,60,818	0·24	1·23	21·6	14,78,224	0·18	0·93	16·3
2′ 6″ Gauge.								
Bengal-Nagpur†	3,40,502	0·17	1·05	22·8	2,21,559	0·11	0·69	14·9
Bombay, Baroda and Central India	46,966	0·21	1·63	23·8	26,673	0·13	0·93	13·5
North Western	5,75,915	0·46	4·84	36·4	2,27,769	0·26	2·78	19·5
South Indian	34,275	0·21	1·81	21·8	26,152	0·16	1·38	16·5

* ncludes figures for Eastern Bengal (2′ 6″ gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

POWER—*contd.*

Fuel.				Oil, Tallow and other Stores.				Water wages and Stores.			
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
31	32	33	34	35	36	37	38	39	40	41	42
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
56,42,968	0·35	0·87	38·8	2,74,357	0·02	0·05	1·89	3,99,399	0·02	0·06	2·75
75,15,032	0·77	1·75	47·3	5,16,061	0·05	0·12	3·25	4,26,232	0·04	0·10	2·63
29,43,171	0·44	1·05	42·0	94,637	0·01	0·03	1·31	1,26,176	0·02	0·05	1·81
89,74,866	0·24	0·54	31·8	15,93,035	0·04	0·10	5·65	5,60,578	0·02	0·03	1·99
1,63,98,378	0·62	1·50	41·0	5,13,874	0·02	0·05	1·28	8,23,058	0·03	0·07	2·06
43,49,582	0·59	1·46	44·8	1,12,345	0·02	0·04	1·15	2,55,831	0·03	0·09	2·63
5,14,120	0·29	0·86	36 4	41,698	0·02	0·07	2·95	54,209	0·03	0·09	3·84
2,26,13,793	0·80	1·84	48·2	4,68,287	0·02	0·04	1·01	11,60,405	0·04	0·10	2·50
36,04,351	0·54	1·27	43·8	90,251	0·01	0·03	1·10	1,15,322	0·02	0·04	1·40
18,88,724	0·72	2·32	50·3	95,363	0·04	0·12	2·54	77,944	0·03	0·09	2·08
13,56,627	0·40	1·66	56·2	35,871	0·01	0·04	1·49	70,615	0·02	0·09	2·93
20,52,870	0·24	1·04	45·4	1,51,181	0·01	0·06	2·55	1,55,118	0·01	0·08	3·43
57,61,146	0·47	1·89	43·4	3,70,493	0·03	0·12	2·79	2,55,240	0·02	0·08	1·92
41,93,351	45·80	1·85	50·5	1,08,286	1·18	0·50	1·30	2,48,170	2·71	0·11	3·00
23,02,285	0·45	1·58	46·8	66,264	0·01	0·05	1·35	68,940	0·01	0·05	1·40
13,45,185	0·54	1·97	46 5	82,145	0·03	0·12	2·84	1,81,919	0·07	0·23	6·29
27,27,095	0·31	1·50	38·2	1,19,702	0·01	0·07	1·68	2,60,041	0·03	0·14	3·64
4,20,033	0·26	1·12	32·0	31,037	0·02	0·08	2·37	57,653	0·01	0·16	4·40
4,61,837	5·04	1·52	47·7	28,238	0·31	0·09	2·92	29,512	0·32	0·10	3·05
46,43,482	0·58	2·04	51·3	1,35,473	0·02	0·09	1·50	1,50,523	0·02	0·09	1·66
5,91,909	0·29	1·82	39·7	23,678	0·01	0·07	1·59	59,878	0·03	0·18	4·02
1,00,500	0·46	3·49	50·8	2,866	0·01	0·10	1·45	7,700	0·04	0·27	3·89
5,53,079	0·47	4·99	25·0	21,269	0·02	0·19	1·35	49,654	0·01	0·45	3·14
63,215	0·38	3·34	40·2	6,043	0·04	0·32	3·84	11,591	0·07	0·61	7·37

30—Analysis of operating expenses of

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	Payments to other lines and miscellaneous expenses, etc.				Total Operating Expenses.			
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per Engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
43	44	45	46	47	48	49	50	51
5′ 6″ Gauge.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
Bengal Nagpur	78,243	..	0·01	0·53	96,96,785	0·60	1·50	66·7
Bombay, Baroda and Central India	52,873	0·01	0·01	0·34	1,13,97,520	1·17	2·65	71·7
Eastern Bengal	91,779	0·01	0·03	1·31	42,73,165	0·63	1·52	60·9
East Indian	—57,786	..	0·01	—0·20	1,73,56,042	0·47	1·04	61·5
Great Indian Peninsula	49,16,076	0·19	0·45	12 30	2,96,29,255	1·12	2·71	74·1
Madras and Southern Mahratta	7,66,735	0·10	0·26	7·86	68,41,187	0·92	2·31	70·4
Nizam's Guaranteed State	81,616	0·05	0·14	5·78	9,27,889	0·52	1·56	65·7
North Western	3,38,449	0·01	0·03	0·73	2,95,10,989	1·05	2·44	64·0
Oudh and Rohilkhand	3,57,892	0·05	0·13	4·36	54,64,375	0·81	1·93	66·5
South Indian	87,222	0·03	0·11	2·32	27,45,131	1·05	3·37	73·1
3′ 3⅜″ Gauge.								
Assam Bengal	2,326	..	..	0·10	18,26,428	0·54	2·23	75·7
Bengal and North-Western	5,16,626	0·06	0·26	11·43	..	..	..	..
Bombay, Baroda and Central India	74,535	0·01	0·03	0·56	87,23,870	0·72	2·36	65·7
Burma	..	..	..	..	65,12,940	71·20	2·87	78 5
Eastern Bengal*	68,329	0·01	0·05	1·39	32,52,895	0·63	2·25	66·2
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	7,01,273	0·08	0·39	9·82	52,52,914	0·60	2·89	73·5
Nizam's Guaranteed State	1,87,669	0·11	0·50	14·31	8,98,404	0·55	2·40	68·5
Rohilkund and Kumaon	31,646	0·33	0·10	3·27	6,53,301	7·12	2·15	67·5
South Indian	2,69,273	0·03	0·17	2·84	66,76,975	0·83	4·22	73·6
2′ 6″ Gauge.								
Bengal-Nagpur†	1,95,882	0·10	0·61	13·14	10,92,906	0·54	3·37	73·3
Bombay, Baroda and Central India	1,014	..	0·03	0·51	1,38,753	0·64	4·82	70·1
North Western	20,422	0·01	0·04	1·59	9,50,927	0·80	8·45	60·9
South Indian	2,215	0·01	0·12	1·41	1,09,216	0·66	5·77	69·4

* Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

POWER—*concld.*

Total Replacement and Renewal.				Total Maintenance and Supply of Locomotive power.				Total Maintenance and Supply of Locomotive power—Less value of Stores returned to Stock.			
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine miles.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
52	53	54	55	56	57	58	59	60	61	62	63
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1,52,737	0·01	0·02	1·05	1,45,49,501	0·90	2·24	100·0	1,45,42,611	0·90	2·24	100·0
—63,882	—0·01	—0·01	—0·40	1,58,91,264	1·64	3·69	100·0	1,58,91,264	1·64	3·69	100·0
6,78,544	0·10	0·24	9·68	70,11,819	1·04	2·49	100·0	70,11,819	1·04	2·49	100·0
28,52,000	0·08	0·17	10·10	2,82,10,763	0·77	1·69	100·0	2,82,10,763	0·77	1·69	100·0
—26,047	..	..	—0·07	4,00,03,122	1·51	3·66	100·0	3,90,20,052	1·47	3·57	97·5
—2,58,349	—0·03	—0·09	—2·66	97,14,420	1·31	3·27	100·0	97,14,420	1·31	3·27	100·0
..	..	..	..	14,12,599	0 80	2·37	100·0	14,12,599	0·80	2·37	100·0
36,71,997	0·15	0·30	7·92	4,63,83,159	..	..	..	4,63,38,604	1·65	3·83	100·0
5,73,670	0·08	0·20	6·98	82,21,423	1·22	2·90	100·0	82,21,423	1·22	2·90	100·0
—10,480	..	—0·01	—0·28	37,55,128	1·44	4·62	100·0	37,55,131	1·44	4·62	100·0
11,441	..	0·02	0·48	24,14,199	0·71	2·95	100·1	24,12,019	0·71	2·95	00·0
..	..	..	..	42,89,136	0·50	2·17	94·8	42,89,136	0·50	2·17	94·8
1,55,212	0·01	0·05	1·17	1,32,88,791	1·09	4·36	100·0	1,32,88,791	1·09	4·36	100·0
2,717	0·02	..	0·03	82,97,458	90·70	3·65	100·0	82,97,458	90·70	3·65	100·0
4,00,821	0·08	0·27	8·15	49,15,211	0·96	3·39	100·0	49,15,211	0·96	3·39	100·0
..	..	..	..	28,91,548	1·15	4·22	100·0	28,91,548	1·15	4·22	100·0
—3 81,603	—0·04	—0·21	—5·34	71,43,211	0·82	3·93	100·0	71,43,211	0·82	3·93	100·0
..	..	..	..	13,11,343	0·80	3·50	100·0	13,11 343	0·80	3·50	100·0
..	..	..	..	9,68,290	10·55	3·19	100·0	9,68,290	10·55	3·19	100·0
—29,147	..	—0·02	—0·32	90,70,081	1·13	5·74	100·0	90,70,081	1·13	5·74	100·0
—50,757	—0·02	—0·16	—3·40	14,90,068	0·74	4·59	100·0	14,89,901	0·74	4·59	100·0
..	..	..	..	1,97,853	0·91	6·87	100·0	1,97,853	0 91	6·87	100·0
150	..	..	..	16,34,416	..	..	..	15,78,674	1·35	14·30	100·0
..	..	..	..	1,57,346	0·96	8·31	100·0	1,57,346	0·96	8·31	100·0

30.—Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	General Administration.			Coaching Vehicles.		
	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.	Total amount.	Per 1000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.
1	2	3	4	5	6	7
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.	
Bengal Nagpur	3,56,841	1·22	4·59	18,22,073	6·24	23·4
Bombay, Baroda and Central India	2,52,587	1·21	5·19	20,20,647	27·00	41·5
Eastern Bengal	2,22,695	1·77	7·13	9,03,670	7·17	28·9
East Indian	7,06,285	0·83	3·09	34,80,922	4·12	15·2
Great Indian Peninsula	6,69,815	1·39	6·21	42,49,796	25·68	39·2
Madras and Southern Maratta	2,14,704	1·53	5·52	11,37,748	22·70	29·3
Nizam's Guaranteed State	54,377	1·94	5·03	3,87,377	13·44	35·8
North Western	7,81,347	1·23	4·27	43,94,704	19·69	24·0
Oudh and Rohilkhand	1,81,652	1·19	3·71	12,32,590	8·10	25·2
South Indian	57,713	1·56	6·40	3,50,404	9·47	38·8
3′ 3⅜″ Gauge.						
Assam Bengal	84,264	1·19	12·10	1,95,809	5·89	28·0
Bengal and North-Western	93,353	0·57	4·60	4,21,442	2·58	20·8
Bombay, Baroda and Central India	4,15,485	1·52	13·30	14,69,383	14·68	47·1
Burma	2,36,551	1·23	6·96	10,16,986	5·30	29·9
Eastern Bengal*	1,83,492	1·54	8·17	4,72,483	3·96	21·1
Jodhpur	59,716	0·91	8·42	2,52,581	15·5	35·6
Madras and Southern Mahratta	1,45,836	0·94	6·56	5,64,564	10·10	25·4
Nizam's Guaranteed State	57,762	2·09	16·64	1,23,029	54·45	35·4
Rohilkund and Kumaon	32,436	1·18	8·70	1,47,394	5·38	39·5
South Indian	1,52,858	0·98	6·29	10,60,605	6·77	43·6
2′ 6″ Gauge.						
Bengal-Nagpur†	38,862	0·98	8·58	1,72,560	4·37	38·1
Bombay, Baroda and Central India	2,831	1·16	6·77	14,998	13·29	35·8
North Western	21,617	1·49	5·44	1,56,699	23·24	39·4
South Indian	4,608	1·66	22·70	5,241	1·89	25·8

* Includes figures for Eastern Bengal (5′ 6″ gauge) Railway.
† Excludes figures for Mayurbhanj and Parlkimedi Light Railways.

Class I Railways for the year 1924-25—contd.

AND WAGON STOCK.

Goods Vehicles.			Equipment and New Minor Works, etc.			Total Ordinary Repairs and Maintenance.		
Amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.	Amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.
8	9	10	11	12	13	14	15	16
Rs.	Rs		Rs.	Rs.		Rs.	Rs.	
44,02,900	15·03	56·6	2,86,120	0·97	3·67	65,11,093	22·3	83·7
16,89,805	12·63	34·7	1,71,085	0·82	3·52	38,81,537	18·6	79·8
8,65.863	6·87	27·7	—6,17,671	—4·90	—19·78	11,51,862	9·1	36·9
56,19,207	6·66	24·6	54,34,078	6·44	23·79	1,45,34,207	17·2	63·5
37,11,327	11·75	34·4	—2,80,123	0·59	—2·59	76,81,000	16·0	71·2
10 35 991	11·50	26 6	69,636	0·49	1·79	22,43 375	16·0	57·7
5 64 715	20·11	52·2	7,569	0·27	0·70	9,59,661	33·8	88·7
43,44,425	10·50	23·7	7,78,171	1·23	4·26	95,17,300	14·9	52·0
12,62,078	8·28	25·8	4 63,654	3·06	9·48	29,53,322	19·4	60·5
3,43,271	9·27	38·1	21,456	0·58	2·38	7,15,131	19·3	79·4
2,39,131	6·36	34·2	7,490	0·12	1·10	4,42,340	6·24	63·4
13,32.236	8·17	65·6	1,83,040	—1·12	9·02	..	..	..
8,84,025	5·12	28·2	1,31 905	0·48	4·23	24,85,318	9·1	79·6
18,76 257	9·77	55·3	2,65,747	1·38	7·83	19,92 999	10·4	58·7
4,66,170	3·92	20·8	27,487	0·23	1·22	9,66,140	8·1	43·1
2,99,692	6·06	42·3	96,724	1·46	13·6	..	..	..
5,53 249	5·56	24·9	48,298	0·31	2·17	11 66,111	7·5	52·5
1,20,598	4·36	34·7	6,215	0·22	1·79	2,49 842	9·0	71·9
1,10,707	4·04	29·7	10,162	0·37	2·72	2,68 263	9·8	71·9
5,83,474	3·72	24·0	42,611	0·27	1·76	16,86,690	10·8	69·4
1,67,937	4·26	37·1	938	0·02	0·21	3,41,435	8·6	75·4
16,409	12·56	39·2	..	..	..	31,407	12·9	75·1
63,708	8·26	16·0	4,735	0·32	1·19	2,25,142	15·6	56·6
1,228	0·44	6·0	193	0·07	0·95	6,662	2·40	32·8

30.—Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Operating Expenses.			Replacement and to	
	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Pecentage of total expenditure under Abstract C.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.
17	18	19	20	21	22
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.
Bengal-Nagpur	10,68,104	3·66	13·7	—1,56,122	—0·53
Bombay, Baroda and Central India	5,12,682	2·46	10·5	2.17,266	1·04
Eastern Bengal	2,94,180	2·33	9·4	14,54,060	11·54
East Indian	30,01,065	3·56	13·1	46,50,000	5·51
Great Indian Peninsula	18,97,828	3·94	17·6	5,34,550	1·11
Madras and Southern Mahratta	3,46,519	—2·46	8·9	10,87,255	—7·73
Nizam's Guaranteed State	67,569	2·41	6·2	..	..
North Western	30,52,889	4·79	16·7	49,26,865	7·73
Oudh and Rohilkhand	4,07,367	2·67	8·3	13,44,360	8·83
South Indian	1,24,020	3·35	13·8	4,156	0·11
3′ 3⅜″ Gauge.					
Assam-Bengal	87,213	1·23	12·5	85,480	1·20
Bengal and North-Western	..	..	..	..	..
Bombay, Baroda and Central India	4,22,072	1·55	13·5	—1,99,603	—0·73
Burma	1,82,513	0·95	5·3	9,83,478	5·12
Eastern Bengal*	2,36,413	1·98	10·5	8,57,442	7·20
Jodhpur	1,39,787	..	..	..	..
Madras and Southern Mahratta	39,475	0·90	6·3	7,72,492	4·97
Nizam's Guaranteed State	..	—1·43	11·4	..	..
Rohilkund and Kumaon	72,123	2·63	19·3	..	..
South Indian	3,17,541	2·03	13·1	2,71,925	1·73
2′ 6″ Gauge.					
Bengal-Nagpur†	72,464	1·84	16·0	148	..
Bombay, Baroda and Central India	7,854	3·22	18·8	—296	—0·12
North Western	1,50,862	10·40	37·9	7	..
South Indian	8,738	3·15	43·1	288	0·10

* Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.
† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

AND WAGON STOCK—*concld.*

Renewal returned stock.	Total Maintenance of Carriage and Wagon Stock.			Total Maintenance of Carriage and Wagon Stock —Less value of stores returned to stock.		
Percentage of total expenditure under Abstract C.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of expenditure under Abstract C.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of expenditure under Abstract C.
23	24	25	26	27	28	29
	Rs.	Rs.		Rs.	Rs.	
—2·0	77,79,916	26·6	100·0	77,76,544	26·6	100·0
4·5	48,64,072	23·3	100·0	48,64,072	23·3	100·0
46·6	31,22,797	24·8	100·0	31,22,797	24·8	100·0
20·3	2,28,91,557	27·1	100·0	2,28,91,557	27·1	100·0
5·0	1,07,83,193	22·4	100·0	1,03,33,492	21·5	95·8
27·9	38,91,853	27·7	100·0	38,91,853	27·7	100·0
..	10,81,607	38·5	100·0	10,81,607	38·5	100·0
26·9	1,82,78,401	28·7	100·0	1,82,78,401	28·7	100·0
27·5	48,91,701	32·1	100·0	48,91,701	32·1	100·0
0·5	9,01,020	24·3	100·0	9,01,020	24·3	100·0
12·3	6,99,297	9·9	100·3	6,97,386	9·8	100·0
..	19,78,643	12·1	97·5	19,78,943	12·1	97·5
—6·4	31,23,272	11·4	100·0	31,23,272	11·4	100·0
29·0	33,95,451	17·7	100·0	33,95,541	17·7	100·0
38·2	22,43,487	18·8	100·0	22,43,487	18·8	100·0
..	7,08,713	10·8	100·0	7,08,713	10·8	100·0
34·7	22,24,226	14·3	100·0	22,24,226	14·3	100·0
..	3,47,079	12·6	100·0	3,47,079	12·6	100·0
..	3,72,822	13·6	100·0	3,72,822	13·6	100·0
11·2	24,29,014	15·5	100·0	24,29,014	15·5	100·0
0·03	4,52,909	11·5	100·0	4,52,909	11·5	100·0
—0·7	41,796	17·2	100·0	41,796	17·2	100·0
..	3,97,628	27·5	100·0	3,97,628	27·5	100·0
1·4	20,296	7·31	100·0	20,296	7·31	100·0

30.—Analysis of operating expenses of

TABLE E.—EXPENSES OF

Railway.	General Administration.			Total ordinary Maintenance and repairs.		
	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Per cent. of total expenditure under Abstract E.
1	2	3	4	5	6	7
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	11,40,047	1·74	12·0	1,47,223	0·23	1·56
Bombay, Baroda and Central India	7,50,176	1·49	9·2	97,965	0·19	1·21
Eastern Bengal	6,98,929	2·34	11·8	33,649	0·11	0·56
East Indian	23,16,453	1·47	10·0	3,35,038	0·21	1·44
Great Indian Peninsula	16,08,482	1·25	9·8	4,60,341	0·36	2·81
Madras and Southern Mahratta	3,35,135	0·93	11·3	44,681	0·13	1·50
Nizam's Guaranteed State	1,26,861	1·42	16·2	..	..	..
North Western	18,39,714	1·39	10·5	1,44,346	0·11	0·82
Oudh and Rohilkhand	6,32,041	1·90	11·7	41,271	0·12	0·76
South Indian	1,18,649	0·92	8·9	13,335	0·10	1·01
3′ 3½″ Gauge.						
Assam-Bengal	2,70,919	1·63	13·6	25,526	0·15	1·28
Bengal and North-Western	3,80,779	0·90	14·7	..	..	..
Bombay, Baroda and Central India	5,54,352	0·88	9·4	60,758	0·10	1·03
Burma	5,21,869	1·14	14·4	45,570	0·10	1·25
Eastern Bengal*	4,43,019	1·88	15·6	21,783	0·09	0·76
Jodhpur	1,33,963	0·99	15·4	..	..	..
Madras and Southern Mahratta	3,44,777	0·77	12 8	36 042	0·08	1·34
Nizam's Guaranteed State	1,33,415	1·51	18·3	..	..	..
Rohilkund and Kumaon	76,525	1·16	13·6	14,840	0·23	2·63
South Indian	3,12,207	0·73	9·9	22,822	0·05	0·73
2′ 6″ Gauge.						
Bengal-Nagpur†	83,946	0·87	13·5	3,456	0·03	0·55
Bombay Baroda and Central India	6,719	0·58	6·6	7,267	0·62	7·19
North Western	76,951	1·41	10·7	6,771	0·12	0·94
South Indian	10,645	1·05	23·3	607	0·06	1·33

* Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.
† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

TRAFFIC DEPARTMENT.

Station Staff.			Train Staff including their mileage and overtime.			Other Staff.		
Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.
8	9	10	11	12	13	14	15	6
Rs.	As.		Rs.	As.		Rs.	As.	
28,91,534	4·42	30·5	10,3 ,1·0	1·58	10·9	2,25,657	0·35	2·38
40,13,038	7·96	49·5	8,83,368	1·75	10·9	2,29,448	0·46	2·84
26,24,456	8·75	44·2	5,81,611	1·93	9·8	3,13,982	1·05	5·30
69,29,640	4·41	29·9	25,21,095	1·60	10·9	6,35,966	0·40	2·72
58,29,683	4·54	35·6	25,82,177	2·01	15·7	4,77,946	0·37	2·92
14,60,730	4·06	49·2	4,60 649	1·28	15·5	37,406	0·10	1·25
3,12,885	3·52	39·8	1,40,425	1·58	17·8	..	..	..
87,79,884	6·65	50·2	23,10,034	1·74	13·2	3,68,157	0·28	2·10
22,18,018	6·66	41·0	6,29,680	1·59	11·6	1,87,771	0·37	3·46
4,42,512	3·43	33·4	1,70,095	1·32	12·8	36,372	0·28	2·74
7,10,766	4·26	35·6	1,34,184	0·80	5·73	72,270	0·44	3·62
12,27,905	2·91	47·4	3,17,338	0·75	12·2	..	..	..
25,91,279	4·11	44·1	6,88,666	1·10	11·7	2,17,389	0·35	3·70
17,91,624	3·93	49·4	5,56,563	1·22	15·3	..	..	..
12,16,804	5·17	42·7	4,00,306	1·70	14·0	58,236	0·25	2·04
3,11,500	2·31	35·7	84,853	0·63	9·7	..	..	..
12,66,790	2·83	47·1	4,24,114	0·95	15·8	31,566	0·07	..
2,86,871	3·24	39·3	99,764	1·13	13·6	..	..	..
2,44,680	3·72	43·3	42,089	0·64	7·4	16,528	0·25	2·92
13,04,246	3·05	41·5	4,36,370	1·02	13·9	1,26,254	0·31	4·01
2,97,123	3·08	47·9	95,499	0·99	15·4	9,559	0·10	1·55
34,425	2·95	34·1	8,033	0·69	7·9	454	0·04	0·45
4,28,113	7·85	59·6	89,998	1·65	12·5	15,037	0·28	2·10
21,476	2·12	47·0	7,642	0·75	16·7	2,229	0·23	4·88

TABLE E.—EXPENSES OF TRAFFIC

Railway.	Fires, Lights, General Stores, Water for Stations, Sheds and trains and also water for transit.			Clothing.		
	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.
17	18	19	20	21	22	23
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	8,16,370	1·24	8·62	1,27,544	0·20	1·35
Bombay, Baroda and Central India	8,51,364	1·69	10·50	1,48,690	0·29	1·84
Eastern Bengal	5,61,931	1·87	9·48	81,980	0·27	1·38
East Indian	22,27,446	1·41	9·60	3,10,523	0·20	1·34
Great Indian Peninsula	15,47,600	1·20	9·44	94,106	0·07	0·57
Madras and Southern Mahratta	4,07,087	1·13	13·7	43,085	0·12	1·45
Nizam's Guaranteed State	80,355	0·90	10·21	14,775	0·17	1·88
North Western	10,08,754	0·76	5·76	4,77,777	0·36	2·73
Oudh and Rohilkhand	6,77,899	2·23	12·52	1,12,424	0·34	2·08
South Indian	1,35,935	1·05	10·25	13,143	0·10	0·99
3′ 3⅜″ Gauge.						
Assam-Bengal	2,15,539	1·29	10·81	12,848	0·08	0·64
Bengal and North-Western	3,70,271	0·88	—14·29	41,627	0·11	1·72
Bombay, Baroda and Central India	7,28,972	1·16	12·42	1,26,627	0·20	2·16
Burma	3,35,176	0·74	9·23	60,880	0·13	1·67
Eastern Bengal*	2,36,079	0·99	8·30	51,451	0·22	1·81
Jodhpur	2,03,777	1·51	23·37	24,385	0·18	2·80
Madras and Southern Mahratta	2,68,255	0·60	9·98	45,626	0·10	1·70
Nizam's Guaranteed State	76,597	0·87	10·48	12,830	0·15	1·75
Rohilkund and Kumaon	82,086	1·25	14·50	9,852	0·15	1·75
South Indian	6,07,331	1·41	19·31	28,340	0·07	0·90
2′ 6″ Gauge.						
Bengal Nagpur†	63,230	0·66	10·21	1,432	0·02	0·23
Bombay, Baroda and Central India	5,355	0·46	5·29	1,087	0·09	1·07
North Western	41,538	0·76	5·78	3,839	0·07	0·53
South Indian	1,384	0·14	3·03	25	0·02	0·05

* Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.
† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

expenses of Class I Railways for the year 1924-25—contd.

DEPARTMENT—*contd.*

STATIONERY, FORMS AND TICKETS.			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED.			OTHER OPERATING EXPENSES.		
Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.
24	25	26	27	28	29	30	31	32
Rs.	As.		Rs.	As.		Rs.	As.	
2,28,510	0·34	2·41	1,78,029	0·27	1·88	26,82,665	4·10	28·33
3,16,289	0·63	3·90	3,30,971	0·66	4·08	4,86,926	0·96	6·00
1,84,510	0·61	3·11	1,10,078	0·37	1·86	6,19,507	2·05	10·44
4,56,127	0·29	1·97	29,07,558	1·85	12·50	45,66,861	2·92	19·68
3,85,412	0·30	2·35	6,63,609	0·52	4·05	27,44,832	2·16	16·74
1,28,449	0·36	4·33	..	..	..	51,963	0·14	1·76
44,978	0·50	5·72	..	..	..	66,715	0·75	8·47
4,43,345	0·33	2·53	6,28,666	0·47	3·59	15,07,568	1·16	8 58
1,41,233	0·43	2·61	1,53,793	0·46	2·84	5,83,117	1·76	10·76
63,998	0·50	4·83	11,286	0·09	0·85	3,20,338	2·43	24·28
50,502	0·30	2·53	17,587	0·11	0·88	4,87,800	2·92	24·51
1,44,235	0·34	5·57	..	..	..	1,05,846	0·25	4·09
2,07,054	0·33	3·52	2,72,093	0·43	4·63	4,26,343	0·67	7·26
2,19,863	0·48	6·05	33,662	0·07	0·92	1,09,871	0·24	3·02
89,104	0·38	3·13	57,942	0·24	2·03	2,00,739	0·85	7·05
50,639	0·37	5·81	..	..	..	62,766	0·06	7·20
1,46,212	0·33	5·44	..	..	..	1,23,969	0·28	4·61
45,473	0·51	6·22	..	..	..	76,102	0·86	10·40
36,088	0·54	6·39	21,746	0·33	3·85	20,348	0·31	3·60
1,65,998	0·39	5·28	20,759	0·05	0·66	1,18,751	0·26	3·79
6,954	0·07	1·12	23,860	0·25	3·85	34,596	0·35	5·58
2,050	0·18	2·03	6,874	0·59	6·79	28,868	2·48	28·53
10,767	0·20	1·50	5,086	0·09	0·71	45,769	0·83	6·36
1,493	0·15	3·27	..	..	..	167	0·01	0·36

30.—Analysis of operating

TABLE E.—EXPENSES OF TRAFFIC

Railway.	Total Operating Expenses.			Replacement and	
	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.
33	34	35	36	37	38
5′ 6″ Gauge.	Rs.	As.		Rs.	As.
Bengal-Nagpur	81,86,429	12·5	86·5	..	..
Bombay, Baroda and Central India	72,60,094	14·4	89·5	..	..
Eastern Bengal	50,77,455	16·9	85·6	1,20,765	0·40
East Indian	2,95,55,216	13·1	88·5	..	..
Great Indian Peninsula	1,43,25,365	11·2	87·4	..	..
Madras and Southern Mahratta	25,89,374	7·2	87·2	..	..
Nizam's Guaranteed State	6,60,133	7·4	83·9	..	..
North Western	1,55,24,185	11·8	88·7	..	..
Oudh and Rohilkhand	47,03,935	14·1	86·9	36,740	0·11
South Indian	11,93,679	9·2	90·0	..	..
3′ 3⅜″ Gauge.					
Assam-Bengal	17,01,496	10·2	85·3	..	..
Bengal and North-Western	21,42,051	5·1	82·7	..	..
Bombay, Baroda and Central India	52,58,423	8·3	89·5	..	..
Burma	30,62,072	6·7	84·4	..	..
Eastern Bengal*	23,10,661	9·8	81·1	71,789	0·30
Jodhpur	..	..	..	..	..
Madras and Southern Mahratta	23,06,532	5·2	85·8	..	..
Nizam's Guaranteed State	5,97,637	6·8	81·7	..	..
Rohilkund and Kumaon	4,73,417	7·19	83·8	..	..
South Indian	28,08,049	6·56	89·3	..	..
2′ 6″ Gauge.					
Bengal Nagpur†	5,32,253	5·52	85·9	..	..
Bombay, Baroda and Central India	87,139	7·5	86·2	..	..
North Western	6,35,037	11·6	88·4	..	..
South Indian	34,416	3·40	75·40	..	..

* Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.
† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

expenses of Class I Railways for the year 1924-25—contd.

DEPARTMENT—*concld.*

RENEWAL.	TOTAL EXPENDITURE OF TRAFFIC DEPARTMENT.			TOTAL EXPENSES OF TRAFFIC DEPARTMENTS —LESS VALUE OF STORES RETURNED TO STOCK.		
Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.
39	40	41	42	43	44	45
	Rs.	As.		Rs.	As.	
..	94,73,699	14·5	100·1	94,67,935	14·5	100·00
..	81,08,235	16·1	100·0	81,08,235	16·1	100·09
2·04	59,30,798	19·8	100·0	59,30,798	19·8	100·00
..	2,32,06,707	14·8	100·0	2,32,06,707	14·8	100·00
..	1,63,94,188	12·8	100·0	1,63,92,502	12·8	100·00
..	29,69,190	8·25	100·0	29,69,190	8·2	100·00
..	7,86,994	8·84	100·0	7,86,994	8·8	100·0
..	1,75,08,245	13·3	100·0	1,75,08,245	13·3	100·00
0·67	54,13,987	16·3	100·0	54,13,987	16·3	100·00
..	13,25,663	10·3	100·0	13,25,663	10·3	100·00
..	19,97,941	12·0	100·2	19,94,529	12·0	100·00
..	25,22,830	5·98	97·4	25,22,830	5·98	97·4
..	58,73,533	9·3	100·0	58,73,533	9·3	100·0
..	36,29,511	7·9	100·0	36,29,511	7·9	100·0
2·53	28,47,252	12·1	100·0	28,47,252	12·1	100·0
..	8,71,823	6·4	100·0	8,71,823	6·4	100·0
..	26,87,351	6·01	100·0	26,87,351	6·0	100·0
..	7,31,052	8·27	100·0	7,31,052	8·27	100·0
..	5,64,782	8·58	100·0	5,64,782	8·58	100·0
..	31,43,078	7·34	100·0	31,43,078	7·34	100·0
..	6,19,655	6·4	100·0	6,19,655	6·4	100·0
..	1,01,125	8·7	100·0	1,01,125	8·7	100·0
..	7,18,759	13·1	100·0	7,18,759	13·1	100·0
..	45,668	4·51	100·0	45,668	4·51	100·0

30.—Analysis of operating

TABLE F.—EXPENSES OF GENERAL

Railway.	General Administration, Home expenditure, Indian management and control.			Agent's office.			Accounts and Audit Department.		
	Total amount.	Per total train mile.	Percentage of total earnings.	Total amount.	Per total train mile.	Percentage of total earnings.	Total amount.	Per total train mile.	Percentage of total earnings.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur . . .	3,80,597	0·58	0·49	2,62,836	0·40	0·34	7,80,323	1·19	1·00
Bombay, Baroda and Central India.	1,96,852	0·39	0·28	1,74,725	0·35	0·24	6,98,993	1·39	0·98
Eastern Bengal . .	1,00,630	0·34	0·26	1,85,336	0·62	0·48	4,88,364	1·63	1·27
East Indian . . .	5,24,734	0·33	0·30	5,77,710	0·37	0·33	11,32,024	0·72	0·64
Great Indian Peninsula .	4,69,082	0·37	0·30	3,99,878	0·31	0·26	13,54,467	1·06	0·86
Madras and Southern Mahratta.	1,89,747	0·53	0·41	1,60,483	0·45	0·34	3,53,639	0·98	0·76
Nizam's Guaranteed State .	81,391	0·92	0·79	53,303	0·60	0·52	1,49,535	1·68	1·45
North Western . . .	5,36,690	0·41	0·29	6,20,109	0·47	0·32	16,37,387	1·24	0·88
Oudh and Rohilkhand .	1,72,709	0·52	0·46	1,88,878	0·57	0·50	6,14,302	1·85	1·64
South Indian . . .	98,343	0·76	0·64	48,453	0·37	0·32	1,18,373	0·92	0·77
3′ 3⅜″ Gauge.									
Assam-Bengal . . .	1,67,678	1·00	1·04	1,38,260	0·83	0·86	2,24,078	1·34	1·39
Bengal and North-Western .	2,10,611	0·50	0·59	67,075	0·16	0·19	3,34,190	0·79	0·93
Bombay, Baroda and Central India.	2,74,493	0·44	0·47	1,43,642	0·23	0·24	5,74,645	0·91	0·97
Burma	3,61,902	0·79	0·84	1,89,604	0·42	0·44	3,43,434	[illegible]	0·79
Eastern Bengal * . .	62,945	0·27	0·27	1,15,930	0·50	0·49	3,05,483	[illegible]	1·29
Jodhpur . . .	25,897	0·19	4·95	53,979	0·40	10·32	1,21,632	[illegible]	..
Madras & Southern Mahratta	2,16,307	0·48	0·63	1,25,243	0·28	0·36	2,59,352	[illegible]	0·76
Nizam's Guaranteed State .	88,330	1·00	0·98	56,427	0·64	0·63	1,58,077	[illegible]	1·75
Rohilkund and Kumaon .	66,071	1·01	0·99	45,054	0·68	0·67	1,13,599	[illegible]	1·70
South India . . .	2,47,071	0·58	0·62	1,25,932	0·29	0·32	3,14,664	[illegible]	0·79
2′ 6″ Gauge.									
Bengal-Nagpur† . .	1,58,404	1·64	2·85	13,163	0·14	0·24	42,411	[illegible]	0·76
Bombay, Baroda and Central India.	2,375	0·21	0·21	6,719	0·58	0·59	18,550	[illegible]	1·63
North Western . . .	2,295	0·04	0·05	25,820	0·47	0·56	15,117	0·28	0·33
South Indian . . .	9,256	0·91	2·79	1,053	0·10	0·32	3,356	0·33	1·01

*Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.
†Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

expenses of Class I Railways for the year 1924-25—contd.

DEPARTMENTS.

Stores Department.			Cash and Pay Department.			Medical Department.			Telegraph.		
Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.
11	12	13	14	15	16	17	18	19	20	21	22
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.	
4,08,809	0·62	0·53	1,21,842	0·19	0·16	2,91,641	0·45	0·37	6,44,626	0·98	0·83
4,04,581	0·80	0·56	1,03,398	0·21	0·14	1,82,417	0·36	0·25	4,64,642	0·92	0·65
4,54,852	1·52	1·18	44,333	0·15	0·12	1,76,406	0·58	0·46	1,40,228	0·46	0·37
4,98,334	0·32	0·28	1,77,567	0·11	0·10	6,07,244	0·39	0·34	8,19,567	0·52	0·47
6,53,148	0·51	0·42	1,72,054	0·13	0·11	4,53,367	0·35	0·29	9,59,830	0·75	0·61
1,52,499	0·42	0·33	52,167	0·15	0·11	1,75,012	0·49	0·37	2,92,500	0·80	0·63
61,449	0·69	0·59	13,225	0·15	0·13	42,742	0·48	0·42	1,13,756	1·28	1·10
9,60,741	0·73	0·51	1,73,433	0·13	0·09	5,87,869	0·44	0·32	10,52,732	0·80	0·56
2,73,369	0·82	0·73	41,677	0·13	0·11	93,664	0·28	0·25	2,50,311	0·75	0·67
73,013	0·56	0·48	14,167	0·11	0·09	37,112	0·29	0·24	71,995	0·56	0·47
77,097	0·46	0·48	29,448	0·18	0·18	1,24,666	0·75	0·77	92,815	0·56	0·57
56,049	0·13	0·16	31,632	0·08	0·09	1,26,406	0·30	0·35	2,63,039	0·62	0·73
2,19,686	0·35	0·37	91,781	0·14	0·15	2,20,226	0·35	0·37	4,78,071	0·76	0·81
1,49,166	0·33	0·35	54,032	0·12	0·13	2,37,309	0·52	0·55	4,47,448	0·98	1·04
1,24,557	0·53	0·53	27,733	0·12	0·12	1,14,630	0·48	0·48	1,40,590	0·59	0·59
46,484	0·34	..	8,178	0·06	..	52,190	0·39	..	1,03,849	0·78	..
1,02,966	0·23	0·30	39,288	0·09	0·11	1,28,200	0·29	0·37	2,94,222	0·66	0·85
67,140	0·76	0·75	13,971	0·16	0·16	48,179	0·54	0·53	1,12,092	1·27	1·25
13,237	0·20	0·20	14,667	0·22	0·22	18,925	0·29	0·28	..	..	..
1,99,174	0·46	0·50	37,757	0·09	0·09	1,15,683	0·27	0·29	2,04,687	0·48	0·52
22,156	0·23	0·40	16,928	0·18	0·30	38,002	0·39	0·68	68,584	0·71	1·23
1,802	0·15	0·16	—183	—0·02	—0·01	281	0·03	0·02	1,789	0·15	0·16
8,905	0·17	0·19	1,619	0·03	0·04	37,186	0·68	0·81	43,792	0·80	0·97
2,275	0·22	0·69	1,167	0·12	0·35	2,615	0·26	0·79	4,059	0·40	1·23

30.—Analysis of operating expenses of

TABLE F.—EXPENSES

Railway.	Police.			Miscellaneous Expenses.		
	Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.
23	24	25	26	27	28	29
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,44,007	0·53	0·44	13,348	0·02	0·02
Bombay, Baroda and Central India	4,05,478	0·80	0·57	—1,198	..	..
Eastern Bengal	1,56,925	0·53	0·41	54,625	0·18	0·14
East Indian	7,65,523	0·49	0·43	37,830	0·02	0·02
Great Indian Peninsula	5,25,824	0·41	0·33	1,555	..	..
Madras and Southern Mahratta	2,57,206	0·71	0·55	29,280	0·09	0·07
Nizam's Guaranteed State	79,260	0·89	0·77	34,424	0·38	0·33
North Western	6,60,118	0·50	0·34	1,84,296	0·14	0·10
Oudh and Rohilkhand	1,84,303	0·55	0·49	9,317	0·03	0·02
South Indian	74,797	0·58	0·49	17,764	0·14	0·12
3′ 3⅜″ Gauge.						
Assam-Bengal	93,413	0·56	0·58	12,216	0·07	0·07
Bengal and North-Western	99,993	0·24	0·28	13,676	0·02	0·03
Bombay, Baroda and Central India	3,76,752	0·60	0·64	—985	..	..
Burma	1,96,614	0·43	0·46	80,106	0·17	0·18
Eastern Bengal*	34,915	0·14	0·15	52,559	0·22	0·22
Jodhpur	26,013	0·19	..	84,831	0·62	..
Madras and Southern Mahratta	1,76,113	0·38	0·51	14,064	0·04	0·04
Nizam's Guaranteed State	97,691	1·10	1·09	32,273	0·37	0·36
Rohilkund and Kumaon	31,697	0·48	0·47	19,309	0·29	0·29
South Indian	1,82,376	0·43	0·46	42,028	0·10	0·11
2′ 6″ Gauge.						
Bengal-Nagpur†	13,658	0·14	0·25	..	..	..
Bombay, Baroda and Central India	4,791	0·41	0·42	..	..	..
North Western	81,395	1·49	1·78	2,377	0·06	0·08
South Indian	2,937	0·29	0·89	1,089	0·11	0·33

*Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.
†Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

OF GENERAL DEPARTMENTS—*concld.*

Total General Administration.			Ordinary Repairs and Maintenance.			Total Expenses of General Departments.			Total Expenses of General Department—Less value of Stores returned to Stock.		
Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Per centage of gross earnings.
30	31	32	33	34	35	36	37	38	39	40	41
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.	
32,48,029	4·96	4·18	5,51,660	0·84	0·71	37,99,689	5·80	4·89	37,94,885	5·80	4·88
26,29,888	5·22	3·67	2,57,334	0·51	0·36	28,87,222	5·73	4·03	28,87,222	5·73	4·03
18,01,699	6·01	4·69	1,78,986	0·60	0·47	19,81,086	6·61	5·16	19,81,086	6·61	5·16
51,40,533	3·27	2·91	12,23,430	0·78	0·69	63,63,963	4·05	3·60	63,63,963	4·05	3·60
49,89,205	3·89	3·18	8,19,807	0·64	0·52	58,09,012	4·53	3·70	58,08,997	4·53	3·70
16,62,533	4·62	3·57	2,00,838	0·56	0·43	19,52,990	5·42	4·19	19,52,990	5·42	4·19
6,30,229	7·08	6·11	..	..	..	6,30,229	7·08	6·11	6,30,229	7·08	6·11
64,22,375	4·86	3·41	6,48,052	0·49	0·34	70,70,427	5·35	3·75	70,70,427	5·35	3·75
18,28,530	5·50	4·87	1,55,530	0·47	0·42	19,84,060	5·97	5·29	19,84,060	5·97	5·29
5,54,017	4·29	3·62	43,197	0·33	0·28	5,97,214	4·62	3·90	5,97,214	4·62	3·90
9,59,671	5·75	5·94	67,959	0·41	0·42	10,27,630	6·16	6·36	10,27,353	6·16	6·36
11,57,224	2·74	3·23	..	..	..	11,57,224	2·74	3·23	11,57,224	2·74	3·23
23,78,311	3·78	4·02	2,30,449	0·36	0·39	26,08,760	4·14	4·41	26,08,760	4·14	4·41
18,96,825	4·15	4·41	1,62,790	0·36	0·37	20,59,615	4·51	4·78	20,59,615	4·51	4·78
9,79,342	4·15	4·14	1,42,379	0·61	0·60	11,21,721	4·76	4·74	11,21,721	4·76	4·74
..	..	..	..	..	..	5,23,053	3·87	..	5,23,053	3·87	..
13,55,755	3·03	3·93	2,03,142	0·45	0·59	16,01,219	3·58	4·64	16,01,219	3·58	4·64
6,75,323	7·63	7·51	..	..	..	6,75,323	7·63	7·51	6,75,323	7·63	7·51
3,22,559	4·90	4·82	56,447	0·85	0·84	3,79,006	5·75	5·66	3,79,006	5·75	5·66
14,69,372	3·43	3·70	1,39,895	0·32	0·35	16,09,267	3·75	4·05	16,09,267	3·75	4·05
36,124	3·18	3·18	5,143	0·44	0·45	41,267	3·54	3·63	41,267	3·54	3·63
3,73,306	3·87	6·71	48,233	0·50	0·87	4,21,539	4·37	7·58	4,21,539	4·37	7·58
2,17,211	3·98	4·76	1,459	0·03	0·03	2,18,670	4·01	4·79	2,18,670	4·01	4·79
27,807	2·74	8·40	5,016	0·50	1·52	32,353	3·24	9·92	32,353	3·24	9·92

30.—Analysis of operating expenses of

TABLE G.—

Railway.	Law Charges.			Compensation
	Total amount.	Cost per train mile.	Percentage of total earnings.	Total amount.
1	2	3	4	5
5′ 6″ Gauge.	Rs.	Rs.		Rs.
Bengal-Nagpur	29,561	..	0·04	12,722
Bombay, Baroda and Central India	45,684	0·01	0·07	15,485
Eastern Bengal	10,336	..	0·03	14,045
East Indian	3,09,785	0·01	0·18	37,150
Great Indian Peninsula	1,19,870	0·01	0·08	—27,599
Madras and Southern Mahratta	22,791	..	0·05	‡40,089
Nizam's Guaranteed State	713	..	0·01	‡13,996
North Western	48,369	..	0·03	1,78,256
Oudh and Rohilkhand	6,003	..	0·02	4,698
South Indian	1,833	..	0·01	31
3′ 3⅜″ Gauge.				
Assam-Bengal	8,605	0·05	0·05	721
Bengal and North-Western	19,435	..	0·05	‡80,680
Bombay, Baroda and Central India	37,556	0·01	0·06	12,731
Burma	7,746	0·11	0·02	16,469
Eastern Bengal*	6,416	..	0·03	8,718
Jodhpur	1,045	..	0·19	‡15,565
Madras and Southern Mahratta	2,554	..	..	50,979
Nizam's Guaranteed State	1,239	..	0·01	‡3,026
Rohilkund and Kumaon	2,256	0·03	0·03	3,722
South Indian	7,351	..	0·02	..
2′ 6″ Gauge.				
Bengal-Nagpur†	—	—	..	..
Bombay, Baroda and Central India	401	..	0·04	..
North Western	333	..	0·01	14
South Indian	25	..	0·01	..

* Includes figures for Eastern Bengal (2′ 6″ gauge) Railway.
† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.
‡ Includes figures for goods lost or damaged.

Class I Railways for the year 1924-25—contd.

MISCELLANEOUS EXPENSES.

OTHER THAN THOSE INCLUDED IN E. 111,10.		RATES AND TAXES.			OTHER EXPENSES.		
Cost per train mile.	Percentage of total earnings.	Total amount.	Cost per train mile.	Percentage of total earnings.	Total amount.	Cost per train mile.	Percentage of total earnings.
6	7	8	9	10	11	12	13
As.		Rs.	As.		Rs.	As.	
..	0·02	1,57,976	0·02	0·20	24,76,739	0·24	3·18
..	0·02	1,58,958	0·02	0·22	18,24,575	0·23	2·51
..	0·04	2,22,773	0·05	0·58	13,23,291	0·28	3·44
..	0·02	4,78,238	0·02	0·27	47,92,203	0·18	2·71
..	—0·02	4,57,466	0·02	0·29	62,40,376	0·30	3·98
0·01	0·08	1,66,758	0·03	0·36	11,52,714	0·20	2·47
0·01	0·13	857	..	0·01	—22,59,000	—1·59	—21·91
0·01	0·10	22,557	..	0·01	43,45,480	0·21	2·36
..	0·01	30,760	0·01	0·08	10 79 935	0·20	2·88
..	..	16,831	0·01	0·11	3,42,299	0·16	2·24
..	..	27,468	0·16	0·17	4,40,832	2·65	2·74
..	0·23	17,360	..	0·05	5,17 394	..	1·44
..	0 02	25,694	..	0·04	17,19,018	0·17	2·91
0·22	0 04	1,78,581	2·45	0·41	11,86,781	16·26	0·12
..	0·04	41,148	0·01	0·17	6,67 982	0·18	2·82
0·01	..	..	..	..	5,40,678	0·25	..
..	0·15	26,961	..	0·08	9 04,861	0·13	2·62
..	0·03	872	..	..	2,59,606	0·18	2·86
0·06	0·06	7,279	0·11	0·11	1,30,843	1·99	1·95
..	..	1,91,923	0·03	0·48	9,75,229	0·14	2·45
..	..	879	..	0·02	76,557	0·05	1·37
..	..	583	..	0·05	8,827	0·05	0·77
..	..	10,686	0·01	0·23	61 103	0·07	1·35
..	..	389	..	0·12	9 015	0·06	2·72

30.—Analysis of operating expenses of Class I Railways for the

TABLE G.—MISCELLANEOUS

Railways.	Total General Administration.			Operation
	Total amount.	Cost per train mile.	Percentage of total earnings.	Total amount.
14	15	16	17	18
5′ 6″ Gauge.	Rs.	Rs.		Rs.
Bengal Nagpur	26,76,998	0·26	3·44	4,63,778
Bombay, Baroda and Central India	20,44,702	0·26	2·85	1,13,187
Eastern Bengal	15,70,445	0·33	4·09	1,52,411
East Indian	56,17,406	0·22	3·18	—2,70,987
Great Indian Peninsula	67,90,113	0·33	4·33	—52,04,969
Madras and Southern Mahratta	13,47,783	0·23	2·89	—5,48,467
Nizam's Guaranteed State	—22,43,434	—1·58	—21·76	..
North Western	45,94,662	0·22	2·44	11,09,558
Oudh and Rohilkhand.	11,21,396	0·21	2·99	1,63,792
South Indian	3,60,994	0·17	2·36	—1,35,661
3′ 3⅜″ Gauge.				
Assam Bengal	4,77,623	2·86	2·96	88,454
Bengal and North-Western	5,78 050	..	1·61	..
Bombay, Baroda and Central India	17,94,999	0·18	3·03	23,973
Burma	12,25,562	16·80	2·85	1,64,015
Eastern Bengal *	7,24,264	0·19	3·06	50,839
Jodhpur	5,57,288	0·26	..	..
Madras and Southern Mahratta.	9 34 376	0·13	2·70	—5,00,766
Nizam's Guaranteed State	2,64,743	0·18	2·90	..
Rohilkund and Kumaon	1,44,100	2·19	2·15	749
South Indian	11,74,503	0·17	2.95	—3,31,660
2′ 6″ Gauge.				
Bengal-Nagpur†	77,436	0·05	1·39	..
Bombay, Baroda and Central India	9,811	0·05	0·86	..
North Western	72,851	0·08	1·59	339
South Indian	9,429	0·06	2·85	—2,516

* Includes figures for Eastern Bengal (2′ 6″) gauges Railway.
† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

year 1924-25—concld.

EXPENSES—*concld.*

Expenses.		Total Miscellaneous Expenses.			Total Miscellaneous Expenses—less value of stores returned to stock.		
Cost per train mile.	Percentage of total earnings.	Total amount.	Cost per train mile.	Percentage of total earnings	Total amount.	Cost per train mile.	Percentage of total earnings.
19	20	21	22	23	24	25	26
Rs.		Rs.	Rs.		Rs.	Rs.	
0·04	0·60	31,40,776	0·30	4·04	31,40,735	0·30	4·04
0·01	0·16	21,57,889	0·27	3·01	21,57,889	0·27	3·01
0·03	0·40	17,24,161	0·36	4·49	17,24,161	0·36	4·49
—0·01	—0·15	53,46,419	0·21	3·03	53,46,419	0·21	3·03
—0·25	—3·32	15,85,144	0·08	1·01	15,85,144	0·08	1·01
—0·09	—1·17	7,99,316	0·14	1·72	7,99,316	0·14	1·72
..	..	—22,43,434	—1·58	—21·76	—22,43,434	—1·58	—31·76
0·05	0·59	57,04,220	0·27	3·03	57,04,220	0·27	3·03
0·03	0·44	12,85,188	0·24	3·43	12,85,188	0·24	3·43
—0·06	—0·89	2,33,115	0·11	1·52	2,33,115	0·11	1·52
0·53	0·54	5,66,080	3·39	3·50	5,66,078	3·39	3·50
..	..	5,78,050	..	1·61	5,78,050	..	1·61
..	0·04	18,18,972	0·18	3·07	18,18,972	0·18	3·07
2·24	0·38	13,89,577	19·04	3·23	18,89,577	19·04	3·23
0·01	0·22	7,75,103	0·20	3·28	7,75,103	0·20	3·28
..	..	5,57,288	0·26	..	5,57,288	0·26	..
—0·07	—1·45	4,33,610	0·06	1·25	4,33,610	0·06	1·25
..	..	2,64,743	0·18	2·90	2,64,743	0·26	2·90
0·01	0·01	1,44,849	2·20	2·16	1,44,849	2·20	2·16
—0·05	—0·83	9,48,980	0·14	2·39	9,48,980	0·14	2·39
..	..	77,436	0·05	1·39	77,436	0·05	1·39
..	..	9,811	0·05	0·86	9,811	0·05	0·86
..	0·01	73,190	0·08	1·60	73,190	0·08	1·60
	—0·76	6,913	0·04	2·09	6,913	0·04	2·09

31.—Statement of Oil Consumption on Class I Railways during the year 1924-25.

Railway.	Lubricating oil used on engines.				Lubricating oil used on passenger and goods stock.	
	Total pints (Passenger and mixed).	Total pints (Goods trains).	Pints per 100 engine miles (Passenger and mixed).	Pints per 100 engine miles (Goods trains).	Total pints.	Pints per 1,000 vehicle miles.
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal-Nagpur	299,201	469,311	6·81	6·54	2,128,032	7·09
Bombay, Baroda and Central India	498,998	216,549	8·74	7·99	638,586	2·87
Eastern Bengal	318,155	116,378	9·35	9·21	432,798	3·37
East Indian	859,168	1,317,184	7·84	8·64	2,127,280	2·47
Great Indian Peninsula	1,087,707	1,028,808	9·21	10·30	1,088,059	2·14
Madras and Southern Mahratta	350,570	222,390	9·10	9·41	222,137	1·51
Nizam's Guaranteed State	64,414	43,406	7·68	7·42	44,708	1·57
North-Western	1,274,564	1,085,876	9·78	12·10	983,814	1·51
Oudh and Rohilkhand	276,351	136,346	8·21	7·08	289,398	1·82
South Indian	145,880	57,761	9·51	9·92	88,701	2·28
Total	5,155,008	4,694,009	8·62	8·86	8,043,513	2·66
3′ 3⅜″ Gauge.						
Assam-Bengal	128,562	33,288	5·92	6·53	117,621	1·65
Bengal and North-Western	248,747	67,160	4·94	4·86	225,182	1·29
Bombay, Baroda and Central India	412,312	302,015	6·87	7·12	475,928	1·67
Burma	260,175	136,437	6·06	6·43	207,882	1·06
Eastern Bengal	149,612	63,911	6·38	6·26	154,183	1·27
Jodhpur	47,702	39,052	7·47	9·00	27,333	0·85
Madras and Southern Mahratta	273,233	207,672	6·50	6·53	206,864	1·26
Nizam's Guaranteed State	67,306	26,260	6·30	7·70	27,497	0·99
Rohilkund and Kumaon	46,347	5,731	4·71	3·99	93,070	3·16
South Indian	283,781	124,659	6·38	6·95	216,185	1·34
Total	1,917,777	1,006,185	6·15	6·54	1,751,745	1·45
2′ 6″ and 2′ 0″ Gauge.	Total Pints (all Engines)		Pints per 100 Engine miles (all Engines)			
Bengal-Nagpur	82,877		4·13			
Bombay, Baroda and Central India	14,896		6·88			
Eastern Bengal	12,730		9·58			
Great Indian Peninsula	33,381		8·91			
Jodhpur	582		6·16			
North Western	119,088		10·20			
South Indian	8,255		5·02			
Total	271,809		7·27			

32.—Statement of Electric Train Statistics of the Great Indian Peninsula Railway for February and March 1925.

Physical Statistics.	
1. Section electrified—Victoria Terminus to Kurla.	
2. Date of first opening for public service .	3-2-25
3. *Mileage equipped for electric service on 31st March 1925—*	
3·01 Route miles	8·45
3·02 Track miles	17·13
4. No. of sub-power stations on 31st March 1925	2
5. No. of electric railway stations on 31st March 1925.	11
6. Mileage of transmission cable on 31st March 1925.	17·79

Operating Statistics.	
7. *Average No. on the line—*	
7·01 Motor coaches	5
7·02 Trailers	15
7·03 Train units*	5
8. *Average No. in use daily—*	
8·01 Motor coaches	3
8·02 Trailers	9
8·02 Trains units*	3
9. Total passenger train miles . . .	23,167
10. Total vehicle miles	185,976
11. Train hours	1,361·4
12. Other hours	763·2
13. Total hours	2,124·6

Operating Statistics—(*concl.*)	
14. *No. of passengers carried—*	
14·01 First class	3,900
14·02 Second class	61,483
14·03 Third class	603,007
14·04 Total	668,390
15. *Passenger miles—*	
15·01 First class	16,415
15·02 Second class	222,514
15·03 Third class	2,124,720
15·04 Total	2,363,649
16. *Average speed—*	
16·01 Train miles per train hour . .	17·0
16·02 Train miles per total hour . .	10·9
17. *Train unit* miles per day per train unit—*	
17·01 In use	140·9
17·02 On the line	84·5
18. Total power for traction and train lighting in K lo-watt hours.	593,460
19. Kilo-watt hours per train unit* mile . .	25·5
20. Watt hours per gross ton mile . . .	126·8
21. *Lubricating oil used—*	
21·01 Total pints	4,595
21·02 Pints per 1,000 train unit* miles .	197·7
21·03 Pints per 100,000 gross ton miles .	98·2

* A "train unit" is a motor coach and three trailers.

33.—Statement of Equipment of

Railway.	Locomotives.	COACHING STOCK (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).						
		Passenger vehicles.					Other coaching vehicles.	Total.
		Number.	Seats by classes.					
			1st.	2nd.	Inter.	Third.	No.	No.
1	2	3	4	5	6	7	8	9
Class II Railways.								
3' 3⅜" Gauge.								
Bengal Dooars	16	51	118	102	294	2,030	7	58
Bhavnagar State	27	108	167	347	..	3,411	30	138
Bikaner State	52	114	162	273	329	5,165	36	150
Dibru-Sadiya	26	41	191	144	239	1,318	9	50
Gondal	20	86	120	303	..	2,197	11	97
Junagad State	18	71	126	312	..	2,331	5	76
Morvi	18	63	69	192	..	2,130	11	74
Mysore	27	109	110	208	160	3,639	21	130
Total	204	643	1,063	1,881	1,022	22,221	130	773
2' 6" Gauge.								
Barsi Light	16	48	80	152	..	2,234	..	48
Gaekwar's Baroda State	32	126	84	116	..	5,538	4	130
Total	48	174	164	268	..	7,772	4	178
2' 0" Gauge.								
Darjeeling-Himalayan	29	114	308	330	..	1,915	25	139
Class III Railways.								
3' 3⅜" Gauge.								
Aden	6	8	16	18	..	308	..	8
Jamnagar and Dwarka	14	43	66	88	..	1,323	7	50
Porbandar State	8	17	26	76	..	352	4	21
Udaipur-Chitorgarh	6	35	34	54	40	855	9	44
Total	34	103	142	236	40	2,838	20	123
2' 6" Gauge.								
Ahmadpur-Katwa	4	19	18	18	64	448	..	19
Arakan Light	3	10	24	..	..	320	..	10
Arrah-Sasaram Light	6	24	12	..	72	520	4	28
Bangalore-Chick Ballapur Light*	10	21	24	61	..	870	..	21
Bankura-Damoodar River	6	27	24	24	112	616	..	27
Baraset-Basirhat Light	8	46	44	..	120	1,085	3	49
Carried over	31	147	146	103	368	3,859	7	154

Class II and III Railways on the 31st March 1925.

Goods stock. (excluding vehicles used exclusively on railway service.)			Railway service vehicles.		Remarks.
Covered and open Wagons.	Other vehicles.	Total.	Coaching (including officers' carriages.)	Goods (including inspection trollies.)	
10	11	12	13	14	15
452	..	452	5	9	
558	33	591	5	8	
1,034	..	1,034	9	23	
1,346	174	1,520	54	..	
292	12	304	4	1	
290	14	304	5	10	
210	2	212	1	..	
378	6	384	9	5	
4,560	241	4,801	92	56	
200	3	203	1	2	
668	26	694	..	..	
868	29	897	1	2	
466	..	466	..	..	
51	29	80	..	..	
125	..	125	3	2	
326	8	334	1	1	
51	..	51	1	..	
553	37	590	5	3	
22	4	26	..	..	
8	..	8	..	..	
49	..	49	1	..	
85	2	87	2	2	*Includes Kolar District Railway.
72	6	78	..	1	
47	..	47	1	1	
283	12	295	4	4	

33.—*Statement of Equipment of Class II and III Railways on the 31st March 1925*—concld.

Railway.	Locomotives.	COACHING STOCK (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS STOCK (excluding vehicles used exclusively on railway service.)			RAILWAY SERVICE VEHICLES.	
		PASSENGER VEHICLES.					Other coaching vehicles.	Total.	Covered and open Wagons.	Other vehicles.	Total.	Coaching.	Goods.
		No.	Seats by classes. 1st	2nd	Inter.	3rd							
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Brought forward .	37	147	146	103	368	3,859	7	154	283	12	295	4	4
CLASS III RAILWAYS—*concld.*													
2′ 6″ Gauge.													
Bengal Provincial . .	8	28	20	20	82	614	2	30	62	..	62	1	2
Bukhtiarpur-Bihar Light .	5	19	18	12	24	304	3	22	68	..	68	..	..
Burdwan-Katwa . .	4	22	18	18	96	512	..	22	36	4	40	..	1
Cutch State . . .	3	7	..	48	..	159	..	7	32	2	34	1	
Dehri-Rohtas Light . .	5	6	20	..	12	158	..	6	128	4	132	1	
Dholpur-Bari . . .	6	8	18	..	..	400	..	8	8	73	81	..	..
Futwah-Islampur . .	3	7	6	..	78	338	..	7	14	..	14	..	..
Jessore-Jhenidah . .	7	19	18	22	88	408	2	21	34	..	34	..	..
Kalighat-Falta . . .	5	38	30	34	112	1,080	..	38	45	8	53	..	..
Shahdara-(Delhi)-Saharanpur Light.	10	41	27	..	66	870	1	42	205	4	209	1	1
Tezpore-Balipara Light .	5	15	24	..	60	480	3	18	90	..	90	..	..
Total .	98	357	345	257	986	9,182	18	375	1,905	107	1,112	8	12
2′ 0″ Gauge.													
Gwalior Light . . .	25	68	48	83	..	1,734	37	105	373	1	374	3	..
Howrah-Amta Light . .	18	126	54	..	296	2,458	11	137	76	..	76	2	1
Howrah-Sheakhala Light .	3	32	26	..	75	608	1	33	13	..	13	..	..
Jagadhri Light . . .	2	5	2	..	3	12	*1	6	7	..	7	..	..
Jarhat (Provincial) . .	8	25	48	32	86	596	4	29	103	5	108	2	1
Kulasekarapatnam Light .	1	19	..	..	..	456	..	19	40	..	40		2
Tarikere Narasimharajapura Light.	6	4	..	16	..	96	..	4	46	2	48	..	..
Trivellore Light . . .	3	15	..	..	..	84	..	15	4	1	5	..	1
Total ..	66	294	178	131	460	6,044	54	348	662	9	671	7	5

* Brake-van

34.—*Statement of Net Additions to Equipment of Class II and III Railways during the year 1924-25.*

Railway	Locomotives.	Coaching Stock. (excluding vehicles used exclusively on Railway service).					Goods Stock. (excluding vehicles used exclusively on Railway service).		Remarks.
		No.	Seats by classes.						
			1st.	2nd.	Inter.	3rd.	Covered and open wagons.	Other vehicles.	
1	2	3	4	5	6	7	8	9	10
Class II Railways.									
3′ 3⅜″ Gauge.									
Bengal Dooars	..	1	..	..	92	16	92	—92	
Bhavnagar State	..	—2	..	—20	..	..	13	8	
Bikaner State	12	—18	..	..	..	..	199	—39	
Dibru-Sadiya	..	..	..	..	..	..	100	20	
Gondal	..	—1	2	—16	..	—7	3	4	
Junagad State	3	4	6	27	..	—54	50	..	
Morvi	1	..	..	..	..	..	90	..	
Mysore	—3	6	—20	..	48	252	..	..	
Total	13	—10	—12	—9	140	207	547	—99	
2′ 6″ Gauge.									
Barsi Light	—1	..	..	..	..	—50	..	..	
Gaekwar's Baroda State	..	..	44	—92	..	—182	—23	26	
Total	—1	..	44	—92	..	—232	—23	26	
2′ 0″ Gauge.									
Darjeeling-Himalayan	..	—3	—13	46	..	49	5	..	
Class III Railways.									
3′ 3⅜″ Gauge.									
Aden	..	..	..	..	..	..	—6	9	
Jamnagar and Dwarka	..	1	6	18	..	63	—9	..	
Porbandar	4	4	5	19	..	60	112	6	
Udaipur-Chitorgarh	..	..	..	24	..	—44	..	..	
Total	4	5	11	61	..	79	97	15	
2′ 6″ Gauge.									
Ahmadpur-Katwa	..	..	..	..	..	..	..	..	
Arakan Light	..	..	..	..	..	..	..	..	
Arrah-Sasaram Light	..	2	..	..	..	136	1	..	
Bangalore-Chik Ballapur Light*	..	..	..	..	..	..	..	..	
Bankura-Damoodar River	..	..	..	..	..	..	..	..	
Baraset Basirhat Light	..	1	..	..	..	56	1	..	
Bengal Provincial	..	1	—4	—5	6	—98	..	..	
Bukhtiarpur-Bihar Light	..	..	..	..	..	..	..	..	
Burdwan-Katwa	..	..	..	..	..	..	..	..	
Cutch State	..	1	..	20	..	..	..	..	
Dehri-Rohtas Light	..	—4	—6	..	—4	4	19	4	
Dholpur-Bari	..	..	..	..	..	..	..	..	
Futwah-Islampur	..	2	..	..	..	136	2	..	
Jessore-Jhenidah	1	..	..	..	..	..	—1	..	
Kalighat-Falta	..	..	..	..	..	..	..	..	
Shahdara (Delhi)-Saharanpur Light	..	2	—6	..	..	—14	1	—1	
Tezpore-Balipara	..	..	..	..	..	..	..	..	
Total	1	5	—16	15	2	220	23	3	
2′ 0″ Gauge.									
Gwalior Light	1	1	18	—3	..	28	—2	..	
Howrah-Amta Light	1	..	..	..	..	..	..	..	
Howrah-Sheakhala Light	..	..	..	..	..	..	..	..	
Jagadhri Light	..	..	..	..	..	..	..	..	
Jorhat (Provincial)	..	..	..	..	..	..	..	..	
Kulasekarapatnam Light	..	2	..	..	..	48	..	..	
Tarikere Narasimharajapura Light	2	..	..	..	..	..	12	..	
Trivellore Light	1	8	..	..	..	—112	1	—1	
Total	5	11	18	—3	..	—36	11	—1	

* Includes Kolar District Railway.

35.—Statement of Passenger and Goods Revenue Statistics of

Railway.	Gauge.	Year.	Number of passengers carried (In hundreds).					Passenger miles (In thousands).				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13
Class II Railways.												
Barsi Light	2′ 6″	*1923–24*	*6*	*4,0*	..	*1,095,8*	*1,100,4*	*22*	*169*	..	*41,902*	*42,093*
		1924–25	3	4,1	..	1,225,3	1,229,7	15	176	..	44,130	44,321
Bengal Dooars	3′ 3⅜″	*1923–24*	*2,7*	*3,7*	*23,1*	*1,183,0*	*1,212,5*	*80*	*97*	*560*	*24,253*	*24,990*
		1924–25	2,5	3,2	28,9	1,239,0	1,273,6	78	102	701	26,880	27,761
Bhavnagar State	3′ 3⅜″	*1923–24*	*2,4*	*35,3*	..	*3,069,8*	*3,107,5*	*141*	*1,786*	..	*90,709*	*92,636*
		1924–25	2,3	36,5	..	3,079,3	3,118,1	163	1,788	..	91,413	93,364
Bikaner State	3′ 3⅜″	*1923–24*	*1,5*	*8,3*	*28,0*	*1,707,5*	*1,745,3*	*115*	*621*	*1,546*	*68,928*	*71,210*
		1924–25	1,9	11,2	40,0	1,848,6	1,901,7	203	695	2,118	73,990	77,007
Darjeeling-Himalayan	2′ 0″	*1923–24*	*8,3*	*30,3*	..	*523,6*	*562,2*	*348*	*954*	..	*8,859*	*10,161*
		1924–25	7,3	29,3	..	573,2	609,8	336	990	..	9,713	11,039
Dibru-Sadiya	3′ 3⅜″	*1923–24*	*4,3*	*5,9*	*9,9*	*788,6*	*808,7*	*101*	*151*	*247*	*13,177*	*13,676*
		1924–25	4,9	7,8	10,1	884,4	907,2	109	190	246	15,538	16,083
Gaekwar's Baroda State	2′ 6″	*1923–24*	*4*	*14,5*	..	*3,985,6*	*4,000,5*	*11*	*277*	..	*55,334*	*55,622*
		1924–25	1,0	16,3	..	4,720,6	4,737,9	30	284	..	64,939	65,283
Gondal	3′ 3⅜″	*1923–24*	*3,1*	*64,2*	..	*2,658,2*	*2,725,5*	*190*	*2,048*	..	*65,228*	*67,466*
		1924–25	2,8	58,0	..	2,660,6	2,721,4	243	1,858	..	63,927	66,028
Junagad State	3′ 3⅜″	*1923–24*	*1,9*	*42,1*	..	*1,742,2*	*1,786,2*	*66*	*1,100*	..	*39,271*	*40,437*
		1924–25	1,9	39,5	..	1,723,9	1,770,3	58	1,010	..	39,041	40,109
Morvi	3′ 3⅜″ & 2′ 6″	*1923–24*	*2,9*	*27,2*	...	*961,5*	*994,6*	*183*	*1,626*	..	*42,538*	*44,347*
		1924–25	2,8	23,9	..	943,6	970,3	178	1,429	..	41,790	43,397
Mysor	3′ 3⅜″	*1923–24*	*3,3*	*36,8*	*13,1*	*2,605,1*	*2,658,3*	*198*	*1,096*	*482*	*67,753*	*69,529*
		1924–25	3,1	37,4	26,7	2,929,5	2,996,7	194	1,106	1,152	75,591	78,043
Total Class II Railways	..	*1923–24*	*31,4*	*272,3*	*74,1*	*20,320,9*	*20,698,7*	*1,455*	*9,925*	*2,835*	*517,952*	*532,167*
		1924–25	30,8	267,2	105,7	21,833,6	22,236,7	1,607	9,629	4,217	546,992	562,435
Class III Railways.												
Aden	3′ 3⅜″	*1923–24*	*3*	*1,5*	*80,6*	*110,8*	*193,2*	*6*	*33*	*285*	*2,087*	*2,411*
		1924–25	1	7	24,3	80,5	105,6	3	16	417	1,409	1,845
Ahmadpur-Katwa	2′ 6″	*1923–24*	..	*7*	*4,8*	*264,1*	*269,6*	..	*11*	*67*	*3,408*	*3,486*
		1924–25	..	7	5,5	275,9	282,1	1	11	78	3,483	3,573
Arakan Light	2′ 6″	*1923–24*	*6*	..	..	*74,8*	*75,4*	*8*	..	..	*1,128*	*1,136*
		1924–25	5	..	..	59,3	59,8	7	..	..	928	935
Arrah-Sassaram Light	2′ 6″	*1923–24*	*1,0*	..	*5,2*	*516,2*	*522,4*	*35*	..	*164*	*10,936*	*11,135*
		1924–25	1,0	..	4,4	526,2	531,6	35	..	136	10,132	10,303
Bangalore-Chik Ballapur Light	2′ 6″	*1923–24*	*2*	*4,3*	..	*916,3*	*920,8*	*4*	*96*	..	*16,275*	*16,375*
		1924–25	1	4,0	..	895,1	899,2	3	95	..	16,253	16,351
Bankura-Damoodar River	2′ 6″	*1923–24*	..	*7*	*3,1*	*235,6*	*239,4*	*1*	*16*	*75*	*4,272*	*4,364*
		1924–25	..	5	2,3	226,8	229,6	1	12	53	4,222	4,288
Baraset-Basirhat Light	2′ 6″	*1923–24*	*4,2*	..	*34,8*	*1,083,6*	*1,122,6*	*111*	..	*661*	*17,075*	*17,847*
		1924–25	4,4	..	36,6	1,205,5	1,246,5	128	..	721	18,335	19,184
Bengal Provincial	2′ 6″	*1923–24*	*3*	*2,0*	*10,9*	*510,1*	*523,3*	*	*	*	*	*
		1924–25	2	1,8	10,6	567,4	580,0	*	*	*	*	*
Bukhtiarpur-Bihar Light	2′ 6″	*1923–24*	*4*	*2,5*	*15,7*	*737,6*	*756,2*	*8*	*46*	*277*	*12,489*	*12,820*
		1924–25	3	2,6	14,8	547,7	565,4	8	49	285	7,880	8,222

* Information not available.

Class II and III Railways for the years 1923-24 and 1924-25.

Average miles a passenger was carried.					Earnings from passengers carried (In thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (In thousands).	Net ton miles (In thousands).	Average miles a ton of goods was carried.	Earnings from goods carried. (In thousands of rupees.)	Average rate charged for carrying a ton of goods one mile. (In pies.)
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.					
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
					Rs.	Rs.	Rs.	Rs.	Rs.										
37·5	42·5	..	38·2	38·2	3	13	..	8,73	8,89	27·24	15·01	..	4·00	4·06	169	8,734	51·6	8,77	19·3
43·5	42·9	..	36·0	36·0	2	15	..	9,19	9·36	28·00	16·00	..	4·00	4·06	150	7,256	48·4	7,45	19·7
29·6	26·2	24·2	20·5	20·6	11	7	13	3,79	4,10	25·07	13·87	4·52	3·00	3·11	190	14,521	76·3	15,07	19·9
31·8	31·7	24·3	23·1	21·8	10	8	16	4,04	4,38	25·38	13·30	4·51	2·39	3·03	252	16,544	65·7	16,88	19·6
58·3	50·7	..	29·3	29·8	13	84	..	16,55	17,52	18·00	9·00	..	3·50	3·63	358	23,372	65·3	12,03	9·9
72·0	49·0	..	29·7	29·9	15	84	..	16,61	17,60	18·00	9·00	..	3·49	3·62	345	20,638	59·7	14,33	16·5
77·7	75·0	*55·1	40·4	40·8	21	46	52	14,57	15,76	35·84	14·34	6·45	4·06	4·25	350	38,687	110·5	15,35	7·6
101·5	62·1	53·0	40·0	40·5	32	54	69	16,01	17,59	30·00	15·00	6·22	4·16	4·38	435	52,763	121·3	17,32	6·3
41·8	31·4	..	16·9	18·1	1,54	143	..	4 39	7,36	84·95	28·76	..	9·50	13·90	133	4,370	32·8	11,75	51·6
45·8	33·8	..	16·9	18·1	1,28	149	..	4,74	7,51	73·28	28·78	..	9·37	13·05	148	4,801	32·4	12,90	51·6
23·0	25·0	25·0	17·0	16·9	13	10	8	2,80	3,11	24·00	12·00	6·56	4·00	4·30	412	15,564	38·0	16,23	20·0
22·0	24·0	24·0	17·0	17·7	14	12	9	3,35	3,70	24·00	12·00	6·56	4·00	4·34	436	17,108	39·2	19.66	22·1
27·5	19·1	..	13·9	13·9	1	23	..	12,97	13,21	17·59	15·94	..	4·50	4·56	356	12,180	34·2	9,44	14·9
30·0	14·4	..	13·8	13·8	3	19	..	15,23	15,45	19·20	12·84	..	4·50	4·54	369	10,777	29·2	9,21	16·4
61·3	31·9	..	24·5	24·7	26	96	..	11,89	13,11	26·27	9·00	..	3·59	3·73	292	13,182	45·1	7,38	10·7
86·9	32·0	..	24·0	24·3	23	87	..	11,65	12,75	18·16	8·99	..	3·50	3·71	300	13,756	45·9	7,62	10·6
34·7	26·1	..	22·5	22·6	6	52	..	7,14	7,72	18·00	9·00	..	3·49	3·66	208	8,063	38·7	5,47	13·0
30·9	25·6	..	22·6	22·7	6	47	..	7,10	7,63	18·00	9·00	..	3·49	3·66	213	8,601	40·0	5,34	11·8
64·1	59·7	..	44·2	44·7	22	77	..	8,00	8,99	22·78	9·68	..	3·64	3·89	175	9,992	57·0	5,57	10·7
64·2	59·8	..	44·3	44·7	18	72	..	7,75	8,65	19·70	9·66	..	3·56	3·83	163	9,150	56·1	4,98	10·5
61·0	30·0	37·0	26·0	26·0	25	69	18	13,48	14,60	24·00	12·00	7·00	4·00	4·00	291	14,610	50·2	9,20	12·1
63·0	30·0	43·0	26·0	26·0	24	69	39	14,89	16,21	24·00	12·00	6·00	4·00	4·00	315	16,787	50·1	10,52	12·0
43·2	36·5	38·3	25·5	25·7	2,95	6,20	91	104,31	1,14,37	38·93	11·99	6·16	3·87	4·13	2,934	163,275	55·7	1,16,20	13·7
52·2	36·0	39·9	24·1	25·3	2,75	6,16	1,33	1,10,59	1,20,83	32·85	12·28	6·06	3·89	4·12	3,126	178,178	57·0	1,23,21	13·3
20·0	22·0	3·5	18·8	12·5	1	3	13	65	82	32·00	17·45	8·76	5·98	6·53	38	956	25·2	99	19·9
23·3	23·3	17·1	17·5	17·5	1	1	20	44	66	33·03	18·00	9·00	5·83	6·83	50	1,193	24·0	1,01	16·7
..	15·7	14·0	12·9	12·9	..	1	3	1,06	1,10	..	12·00	8·00	6·00	6·05	9	183	20·3	13	13·6
..	15·7	14·2	12·6	12·7	..	1	3	1,09	1,13	..	12·00	8·00	6·00	6·07	11	179	16·3	15	16·1
13·3	..	..	15·1	15·1	1	..	..	35	36	24·00	..	..	6·00	6·00	1	*	*	5	..
15·0	..	..	14·0	15·0	1	..	..	29	30	36·00	..	..	5·98	6·08	2	*	*	6	..
36·0	..	31·0	21·0	21·0	4	..	6	2,56	2,66	29·00	..	7·50	4·50	4·50	27	*	*	79	..
35·0	..	31·0	19·0	19·0	4	..	5	2,55	2,64	21·00	..	7·50	4·50	4·50	34	*	*	88	..
21·0	22·0	..	18·0	18·0	..	5	..	2,97	3,02	16·00	9·00	..	4·00	4·00	32	1,253	39·4	1,05	16·1
22·0	24·0	..	18·0	18·0	..	5	..	2,97	3·02	16·00	9·00	..	4·00	4·00	34	1,315	38·4	1,16	16·9
25·0	22·0	24·0	18·0	18·2	..	1	3	1,34	1,38	24·00	12·00	8·00	6·03	6·07	20	873	45·0	46	10·1
23·0	22·0	23·0	18·0	18·6	..	1	2	1,32	1,35	21·00	12·00	8·00	6·00	6·04	34	1,284	38·0	72	16·8
26·4	..	19·0	15·8	15·9	7	..	21	3,68	3,96	12·10	..	6·10	4·14	4·26	31	*	*	84	..
29·0	..	20·0	15·0	15·0	8	..	22	3,96	4,26	12·00	..	6·00	4·56	4·00	34	*	*	92	..
*	*	*	*	*	..	..	2	1,02	1,04	*	*	*	*	*	36	*	..	44	..
*	*	*	*	*	..	..	3	1,12	1,15	*	*	*	*	*	36	*	..	56	..
18·0	18·0	11·0	16·0	16·0	1	3	11	2,60	2,75	20·00	12·00	7·50	4·00	4·00	46	*	..	92	..
23·0	18·0	19·0	14·0	14·0	1	3	11	1,63	1,78	20·00	12·00	7·00	3·00	4·00	52	*	..	1,18	..

35.—*Statement of Passenger and Goods Revenue*

Railway.	Gauge.	Year.	Number of passengers carried. (In hundreds).					Passenger miles. (In thousands).				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13
Class III—*concld.*												
Burdwan-Katwa	2′ 6″	*1923-24*	..	*1,0*	*7,2*	*347,0*	*355,2*	*2*	*22*	*135*	*5,042*	*5,201*
		1924-25	1	1,0	7,3	352,8	361,2	1	23	133	4,981	5,138
Cutch State	2′ 6″	*1923-24*	..	*9*	..	*72,7*	*73,6*	..	*26*	..	*1,389*	*1,415*
		1924-25	..	1,2	..	75,4	76,6	..	33	..	1,528	1,561
Dehri-Rohtas Light	2′ 6″	*1923-24*	*3*	..	*4*	*114,6*	*115,3*	*	*	*	*	*
		1924-25	3	..	4	125,2	125,9	*	*	*	*	*
Dholpur-Bari	2′ 6″	*1923-24*	..	*2*	..	*178.0*	*178,2*	..	*5*	..	*3,334*	*3,339*
		1924-25	..	3	..	197,9	198,2	..	6	..	3,917	3,923
Futwah-Islampur	2′ 6″	*1923-24*	*9*	..	*7,4*	*364,3*	*372,6*	*12*	..	*105*	*5,000*	*5,117*
		1924-25	7	..	5,7	397,7	404.1	12	..	86	5,464	5,562
Gwalior Light	2′ 6″	*1923-24*	*1,2*	*6,2*	..	*424,0*	*431,4*	*80*	*340*	..	*14,088*	*14,508*
		1924-25	1,0	6,5	..	491,4	498,9	65	336	..	14.840	15,241
Howrah-Amta Light	2′ 0″	*1923-24*	*6,1*	..	*102,9*	*2,613,1*	*2,722,1*	*89*	..	*1,041*	*37,327*	*38,457*
		1924-25	5,2	..	95,8	2,827,6	2,928,6	87	..	1,027	38,567	39,861
Howrah-Sheakhala Light	2′ 0″	*1923-24*	*1,3*	..	*23,6*	*791,7*	*816,6*	*13*	..	*146*	*8,938*	*9,097*
		1924-25	7	..	28,4	861,6	890,7	10	..	178	8,373	8,561
Jagadhri Light	2′ 0″	*1923-24*	*2*	..	*1,6*	*90,4*	*92,2*	*1*	..	*5*	*299*	*305*
		1924-25	2	..	1,3	92,4	93,9	1	..	4	306	311
Jamnagar and Dwarka	3′ 3⅜″	*1923-24*	*1,1*	*14,2*	..	*856,4*	*871,7*	*68*	*711*	..	*33,348*	*34,127*
		1924-25	1,4	13,6	..	822,6	837,6	83	702	..	30,578	31,363
Jessore-Jhenidah	2′ 6″	*1923-24*	*1*	*9*	*3,0*	*165,1*	*169,1*	*4*	*19*	*60*	*2,562*	*2,645*
		1924-25	1	6	1,9	136,3	138,9	3	12	36	2,222	2,273
Jorhat (Provincial)	2′ 0″	*1923-24*	..	..	..	*238,4*	*238,4*	..	..	..	*2,313*	*2,313*
		1924-25	..	..	..	227,7	227,7	..	..	..	2,492	2,492
Kalighat-Falta	2′ 6″	*1923-24*	*1*	*1,5*	*20,3*	*761,3*	*783,2*	*2*	*21*	*127*	*8,363*	*8,13*
		1924-25	1	1,8	20,1	790,1	812,1	1	22	141	8,524	8,688
Kulasekarapatnam Light	2′ 0″	*1923-24*	..	..	..	*99,0*	*99,0*	..	..	..	*1,036*	*1,036*
		1924-25	..	..	..	97,1	97,1	..	..	..	992	992
Porbandar State	3′ 3⅜″	*1923-24*	*6*	*6,5*	..	*365.7*	*372,8*	*34*	*190*	..	*7,718*	*7,942*
		1924-25	5	5,7	..	358,9	365,1	20	168	..	7,445	7,633
Tarikere-Narasimharajapura Light	2′ 0″	*1923-24*	..	*2,2*	..	*59,0*	*61,2*	..	*38*	..	*1,048*	*1,086*
		1924-25	..	1,7	..	59,3	61,0	..	27	..	1,046	1,073
Shahdara (Delhi)-Saharanpur Light	2′ 6″	*1923-24*	*1,1*	..	*18,2*	*1,078,6*	*1,097,9*	*27*	..	*466*	*22,856*	*23,349*
		1924-25	9	..	18,3	1,165,2	1,184,4	22	..	469	26,186	26,677
Terpore-Balipara	2′ 6″	*1923-24*	*6*	..	*3,0*	*259,7*	*263,3*	*	*	*	*	*
		1924-25	5	..	3,1	242,0	245,6	*	*	*	*	*
Tiveliore Light	2′ 0″	*1923-24*	..	..	..	*148,8*	*148,8*	..	..	..	*307*	*307*
		1924-25	..	..	..	150,8	150,8	..	..	..	358	358
Udaipur-Chitorgarh	3′ 3⅜″	*1923-24*	*1,3*	*3,8*	*2,7*	*480,0*	*487,8*	*83*	*217*	*136*	*17,083*	*17,519*
		1924-25	1,5	4,1	3,0	531,8	540,4	103	234	153	18,752	19,242
Total Class III Railways	..	*1923-24*	*21,9*	*49,1*	*345,4*	*13,956,9*	*14,373,3*	*588*	*1,791*	*3,750*	*239,721*	*2,45,850*
		1924-25	19,8	46,8	283,8	14,388,2	14,738,6	594	1,746	3,917	239 213	2,45,470

* Information not available.

Statistics for Class II and III Railways for the years 1923-24 and 1924-25—concld.

Average Miles a Passenger was carried.					Earnings from passengers carried (In thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried. (In thousands.)	Net ton miles. (In thousands.)	Average miles a ton of goods was carried.	Earnings from goods carried (In thousands of rupees.)	Average rate charged for carrying a ton of goods one mile. (In pies.)
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.					
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
28·0	*22·0*	*19·0*	*14·0*	*14·6*	..	*1*	*6*	*1,58*	*1,65*	*24·00*	*12·00*	*8·00*	*6·00*	*6·09*	*15*	*336*	*22·0*	*26*	*14·9*
24·0	22·0	18·0	14·0	14·2	..	1	6	1,56	1,63	24·00	12·00	8·00	6·00	6·09	23	532	24·0	33	11·9
..	*28·8*	..	*18·8*	*19·2*	..	*2*	..	*43*	*45*	..	*12·00*	..	*6·00*	*6·11*	*20*	*275*	*13·6*	*49*	*34·2*
..	27·9	..	20·3	20·4	..	2	..	48	50	..	12·00	..	6·00	6·15	16	240	15·1	38	30·4
*	*	*	*	*	..	..	..	*28*	*28*	*	*	*	*	*	*165*	*	*	*2,81*	..
*	*	*	*	*	1	..	..	30	31	*	*	*	*	*	161	*	*	2,67	..
..	*26·0*	..	*18·7*	*18·7*	..	*1*	..	*60*	*70*	..	*24·00*	..	*4·00*	*4·03*	*108*	*3,958*	*36·5*	*1,52*	*7 4*
..	20·0	..	19·8	19·8	..	1	..	82	83	..	24·10	..	4·00	4·03	108	3,713	34·5	1,52	7·9
13·3	..	*14·2*	*13·7*	*13·7*	*1*	..	*4*	*1,05*	*1,10*	*19·93*		*7·30*	*4·00*	*4·00*	*15*	*	..	*28*	..
17·1	..	15·1	13·7	13·7	1	..	3	1,14	1,18	16·00	..	6·70	4·00	4·00	25	*	..	51	..
66·7	*54·8*	..	*33·2*	*33·6*	*13*	*24*	..	*3,73*	*4,10*	*31·20*	*13·55*	..	*5·08*	*5·43*	*122*	*6,362*	*52·1*	*4,50*	*13·6*
64·1	51·7	..	30·2	30·5	11	24	..	3,92	4,27	32·49	13·71	..	5·07	5·38	127	8,197	50·7	5,53	13·0
14·6	..	*10·1*	*14·3*	*14·1*	6	..	*32*	*3,08*	*3,46*	*12·94*	..	*5·81*	*4 17*	*4·21*	*50*	*	*	*1,20*	..
17·0	..	11·0	14·0	14·0	5	..	29	3,34	3,68	12·00	..	6·00	4·00	4·00	50	*	*	1,22	..
10·0	..	*6·2*	*11·3*	*11·1*	*1*	..	*5*	*1,74*	*1,80*	*14·78*	..	*6·57*	*3·73*	*3·80*	*17*	*	*	*36*	..
13·0	..	6·0	10·0	10·0	1	..	4	1,60	1,65	12·00	..	6·00	4·00	4·00	15	*	*	33	..
5·0	..	*3·1*	*3·2*	*3·3*	..	..	*1*	*14*	*15*	..	..	*14·51*	*9·00*	*9·44*	*9*	*30*	*3·31*	*13*	*83·2*
5·0	..	3·1	3·3	3·3	..	..	..	13	13	..	..	..	8·00	8·09	14	47	3·31	17	69·4
60·0	*50·0*	..	*39·0*	*39·0*	*7*	*40*	..	*6,83*	*7,30*	*19·70*	*10·78*	..	*3·93*	*4·11*	*112*	*5,525*	*49·0*	*2,96*	*9·6*
58·0	52·0	..	37·0	37·0	8	39	..	6,20	6,67	19·55	10·63	..	3·89	4·03	90	4,014	44·6	2,45	11·7
40·0	*21·1*	*20·0*	*15·5*	*15·6*	..	*1*	*3*	*80*	*84*	..	*10·10*	*9·60*	*6·00*	*6·10*	*13*	*298*	*22·9*	*36*	*23·2*
30·0	20·0	18·9	16·4	16·3	..	1	1	70	72	15·41	6·93	4·16	6·07	6·10	11	205	19·0	28	26·2
..	..	..	*9·7*	*9·7*	..	..	..	*56*	*56*	..	..	..	*4·66*	*4·66*	*20*	*394*	*15·1*	*1,06*	*63·7*
..	..	..	10·9	10·9	..	..	..	59	59	..	..	..	4·52	4·52	19	289	15·2	1,08	71·3
21·0	*13·0*	*6·0*	*10·0*	*10·9*	..	*1*	*5*	*2,62*	*2,68*	*24·00*	*12·60*	*8·60*	*6·00*	*6·04*	*37*	*878*	*24·0*	*58*	*12·7*
17·0	12·0	7·0	11·0	10·7	..	2	6	2,72	2,80	24·00	12·00	8·00	6·00	6·18	47	985	21·0	63	12·7
..	..	..	*10·5*	*10·5*	..	..	..	*32*	*32*	..	..	..	*6·00*	*6·00*	*15*	*98*	*6·6*	*30*	*58·8*
..	..	..	10·2	10·2	..	..	..	31	31	..	..	..	6·00	6·00	16	132	8·3	39	56·7
56·7	*29·2*	..	*21·1*	*21·3*	*7*	*9*	..	*1,40*	*1,56*	*39·53*	*9·09*	..	*3·48*	*3·77*	*150*	*3,426*	..	*1,92*	..
43·0	30·0	..	21·0	21·0	2	8	..	1,34	1,44	18·00	9·00	..	3·50	3·65	128	3,057	24·0	2,01	12·6
..	*17·0*	..	*18·0*	*18·0*	..	*2*	..	*19*	*21*	..	*12·00*	..	*4·00*	*4·00*	*4*	*72*	*17·2*	*14*	*37·3*
..	16·0	..	18·0	18·0	..	2	..	19	21	..	12·00	..	4·00	4·00	6	78	13·7	28	68·9
26·0	..	*24·0*	*21·0*	*21·0*	*3*	..	*18*	*5,36*	*5,57*	*20·00*	..	*7·5*	*4·50*	*4·50*	*111*	*	*	*4,45*	..
25·0	..	25·0	22·0	22·0	3	..	18	5,64	5,85	21·00	..	7·5	4·00	4·00	131	*	*	5,50	..
*	*	*	*	*	*1*	..	*2*	*61*	*64*	*	*	*	*	*	*22*	*	*	*1,21*	..
*	*	*	*	*	1	..	2	58	61	*	*	*	*	*	22	*	*	1,20	..
..	..	..	*2·1*	*2·1*	..	..	..	*9*	*9*	..	..	..	*5·63*	*5·63*	*1*	*3*	*3·0*	*	..
..	..	..	2·1	2·1	..	..	..	9	9	..	..	..	4·83	4·83	..	4	2·4	2	96·0
64·0	*57·0*	*50·0*	*36·0*	*36·0*	*10*	*14*	*3*	*2,66*	*2,93*	*24·00*	*12·00*	*4·48*	*2·99*	*3·21*	*30*	*1,455*	*48·0*	*1,43*	*18·9*
68·0	58·0	51·0	35·0	36·0	13	14	4	2,92	3,23	24·00	12·00	4·48	2·99	3·22	31	1,365	44·0	1,51	21·2
23·4	*38·0*	*11·3*	*17·2*	*18·2*	*63*	*1,08*	*1,38*	*55,39*	*58,48*	*20·57*	*11·58*	*7·07*	*4·43*	*4·56*	*1,276*	*26 235*	*32·7*	*31,54*	*13 7*
31·6	33·8	14·5	17·7	17·8	61	1,05	1,38	54,94	57,99	19·07	11·55	6·54	4·29	4·42	1,327	26,829	32·9	34,70	14.1

36.—*Statistics of Class II*

Railway.	Gauge.	Year.	Train miles (in thousands).				Engine miles (in thousands).			
			Passages.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous (including light, assisting required, assisting not required, siding and departmental).	Total.	Total train engine and engine miles.
1	2	3	4	5	6	7	8	9	10	11
Class II.										
Barsi Light	2′ 6″	*1923-24*	*27*	*186*	*35*	*248*	*47*	*8*	*55*	*303*
		1924-25	34	185	23	242	50	7	57	299
Bengal Dooars	3′ 3⅜″	*1923-24*	*1*	*289*	*28*	*324*	*28*	*16*	*44*	*368*
		1924-25	1	287	50	372	27	14	41	413
Bhavnagar State	3′ 3⅜″	*1923-24*	*331*	*165*	*124*	*699*	*95*	*14*	*109*	*808*
		1924-25	334	189	123	662	96	15	111	773
Bikaner State	3′ 3⅜″	*1923-24**	..	..	..	..	..	..	..	..
		1924-25	10	699	286	1,007	86	34	120	1,127
Darjeeling-Himalayan	2′ 0″	*1923-24*	*50*	*253*	*192*	*495*	*50*	..	*50*	*545*
		1924-25	44	253	224	521	54	..	54	575
Dibru-Sadiya	3′ 3⅜″	*1923-24*	..	*124*	*125*	*249*	*201*	*2*	*203*	*452*
		1924-25	..	125	120	245	201	3	204	449
Gaekwar's Baroda State	2′ 6″	*1923-24*	*62*	*358*	*29*	*453*	*113*	*11*	*124*	*577*
		1924-25	20	503	4	538	142	10	152	690
Gondal	3′ 3⅜″	*1923-24†*	*252*	*159*	*157*	*568*	*115*	*5*	*120*	*688*
		1924-25	273	108	107	488	109	18	127	616
Junagad State	3′ 3⅜″	*1923-24*	*67*	*108*	*56*	*232*	*47*	*13*	*60*	*292*
		1924-25	64	111	42	230	54	20	74	304
Morvi	3′ 3⅜″	*1923-24*	*90*	*116*	*57*	*268*	*15*	..	*15*	*283*
		1924-25	86	123	36	262	23	..	23	285
Mysore	3′ 3⅜″	*1923-24*	*20*	*182*	*130*	*531*	*72*	*5*	*77*	*608*
		1924-25	192	293	114	618	76	7	83	701
Total Class II Railways	..	*1923-24*	*950*	*1,940*	*933*	*4,067*	*783*	*74*	*857*	*4,924*
		1924-25	1,059	2,876	1,129	5,186	918	128	1,046	6,232
Class III.										
Aden	3′ 3⅜″	*1923-24*	*20*	*31*	..	*52*	*3*	..	*3*	*55*
		1924-25	13	26	..	39	2	..	2	41
Ahmadpur-Katwa	2′ 6″	*1923-24*	*31*	*29*	..	*60*	*7*	*19*	*26*	*86*
		1924-25	29	37	..	66	8	20	28	94
Arakan Light	2′ 6″	*1923-24*	..	*18*	..	*18*	*2*	..	*2*	*20*
		1924-25	..	16	..	16	2	..	2	18
Arrah-Sasaram Light	2′ 6″	*1923-24*	..	*84*	*2*	*86*	*6*	..	*6*	*92*
		1924-25	..	88	4	92	7	..	7	99
Bangalore-Chik Ballapur Light‡	2′ 6″	*1923-24*	*19*	*136*	*4*	*160*	*27*	*5*	*32*	*192*
		1924-25	..	149	2	152	13	1	14	166
Bankura Damoodar River	2′ 6″	*1923-24*	..	*93*	*2*	*95*	*19*	*16*	*35*	*130*
		1924-25	..	87	..	87	23	17	40	127
Baraset-Basirhat Light	2′ 6″	*1923-24*	..	*137*	..	*137*	*3*	*9*	*12*	*149*
		1924-25	40	86	7	133	6	..	6	139
Bengal Provincial	2′ 6″	*1923-24*	..	*92*	..	*92*	*8*	*1*	*9*	*101*
		1924-25	..	97	..	97	7	..	7	104
Bukhtiarpur Bihar Light	2′ 6″	*1923-24*	*14*	*48*	*2*	*64*	*12*	*2*	*14*	*78*
		1924-25	..	60	1	61	13	..	13	74
Burdwan-Katwa	2′ 6″	*1923-24*	*34*	*42*	..	*76*	*9*	*19*	*28*	*104*
		1924-25	34	40	1	81	9	21	30	111
Cutch State	2′ 6″	*1923-24*	..	*27*	..	*27*	*7*	..	*7*	*34*
		1924-25	..	27	..	27	7	..	7	34

*Information
†Includes figures
‡Includes the

and III Railways for the years 1923-24 and 1924-25.

Number of tons of fuel consumed.				Average cost at pit's mouth or at station of supply.			Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives.		
Foreign Coal.	Indian Coal.	Wood.	Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Foreign Coal.	Indian Coal.	Wood.
12	13	14	15	16	17	18	19	20	21
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
..	*5,301*	*7*	*5,304*	..	*9·75*	*12·00*	..	*24·00*	*12·00*
..	5,090	7	5,093	..	10·25	12·50	..	23·75	12·50
..	*8,040*	..	*8,040*	..	*6·50*	..	..	*13·20*	..
..	9,518	..	9,518	..	6·25	..	..	14·43	..
6,066	*11,422*	*87*	*17,523*	*29·5*	*6·52*	*12·00*	*29·6*	*21·40*	*12·00*
101	17,878	94	18,017	29·5	6·63	12·00	29·6	21·40	12·00
..	..	..	..	..	..	..	..	..	..
..	27,578	69	27,605	..	7·35	11·30	..	19·90	11·30
..	*12,553*	..	*12,553*	..	*8·00*	..	..	*16·10*	..
..	13,115	..	13,115	..	6·75	..	..	14·75	..
..	*10,005*	..	*10,005*	..	*16·00*	..	..	*16·00*	..
..	11,945	..	11,945	..	16·00	..	..	16·00	..
73	*9,246*	*49*	*9,339*	*43·0*	*8·84*	*4·50*	*48·0*	*21·50*	*4·50*
..	11,930	82	11,963	..	8·60	4·50	..	18·70	4·50
6,562	*10,927*	*55*	*17,511*	*	*6·50*	*	*41·4*	*20·40*	*25·00*
3,624	10,072	41	13,712	*	5·75	*	44·1	23·10	24·70
450	*6,006*	*53*	*6,477*	*32·7*	*6·00*	*10·00*	*43·6*	*21·50*	*10·00*
..	5,856	52	5,877	..	5·75	10·00	..	22·12	10·00
..	*7,451*	*85*	*7,485*	..	*5·50*	*5·50*	..	*19·50*	*5·50*
..	7,858	88	7,893	..	5·40	7·10	..	23·90	..
..	*16,824*	*229*	*16,916*	..	*7·87*	*11·50*	..	*25·50*	*11·50*
..	19,766	216	19,864	..	5·75	10·50	..	25·00	10·00
13,151	*97,775*	*565*	*111,132*	..	..	..	..	..	..
3,725	140,606	679	144,603	..	..	..	..	..	..
576	..	..	*576*	*38·5*	..	..	*38·5*	..	..
518	..	..	518	33·1	..	..	33·1	..	..
..	*1,040*	..	*1,040*	..	*7·25*	..	..	*10·10*	..
..	1,222	..	1,222	..	6·00	..	..	8·86	..
..	*243*	*281*	*355*	..	*	*	..	*29·00*	*6·00*
..	157	1,722	846	..	*	*	..	29·00	10·00
..	*742*	..	*742*	..	*5·50*	..	..	*10·20*	..
..	1,690	..	1,690	..	5·75	..	..	10·40	..
..	*3,046*	*63*	*3,071*	..	*7·87*	*11·50*	..	*25·50*	*11·50*
..	3,057	79	3,089	..	5·75	10·50	..	25·00	10·50
..	*2,395*	..	*2,395*	..	*7·25*	..	..	*9·00*	..
..	2,647	..	2,647	..	6·00	..	..	7·73	..
..	*1,328*	..	*1,328*	..	*5·50*	..	..	*9·90*	..
..	2,376	..	2,376	..	5·75	..	..	10·10	..
..	*1,792*	..	*1,792*	..	*6·25*	..	..	*9·70*	..
..	1,725	..	1,725	..	7·00	..	..	10·50	..
..	*588*	..	*588*	..	*5·50*	..	..	*10·20*	..
..	1,107	..	1,107	..	5·75	..	..	10·40	..
..	*1,851*	..	*1,851*	..	*7·25*	..	..	*10·10*	..
..	1,865	..	1,865	..	6·00	..	..	8·86	..
..	*403*	*5*	*405*	..	*	*	..	*39·00*	*7·50*
..	368	5	370	..	*	*	..	41·50	7·60

not available.
for Porbandar Railway.
Kolar District Light Railway.

Railway.	Gauge.	Year.	Train miles (in thousands).				Engine miles (in thousands).			Total train engine and engine miles.
			Passenger.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous (including light, assisting required, assisting not required, siding and departmental).	Total.	
1	2	3	4	5	6	7	8	9	10	11
Class III—*concld.*										
Dehri-Rohtas Light	2′ 6″	*1923-24*		*56*	..	*56*	..	..	..	*56*
		1924-25	..	54	..	54	..	..	..	54
Dholpur-Bari	2′ 6″	*1923-24*	*4*	*80*	..	*84*	*11*	*2*	*13*	*97*
		1924-25	4	66	3	73	8	2	10	83
Futwah-Islampur	2′ 6″	*1923-24*	..	*40*	..	*40*	..	..	..	*40*
		1924-25	..	40	..	40	1	..	1	41
Gwalior Light	2′ 0″	*1923-24*	*2*	*189*	*81*	*274*	*32*	*4*	*36*	*310*
		1924-25	143	209	67	331	43	3	46	377
Howrah-Amta Light	2′ 0″	*1923-24*	..	*222*	..	*2 2 2*	*7*	*14*	*21*	*243*
		1924-25	159	51	23	233	5	4	9	242
Howrah-Sheakhala Light	2′ 0″	*1923-24*	..	*56*	..	*56*	*2*	*3*	*5*	*61*
		1924-25	21	38	..	59	1	1	2	61
Jagadhri Light	2′ 0″	*1923-24*	..	*10*	..	*10*	..	..	..	*10*
		1924-25	..	10	..	10	1	..	1	11
Jamnagar and Dwarka	3′ 3⅜″	*1923-24*	*2*	*24*	*194*	*220*	*23*	*2*	*25*	*245*
		1924-25	3	30	152	185	24	1	25	210
Jessore-Jhenidah	2′ 6″	*1923-24*	..	*58*	*1*	*59*	*24*	*20*	*44*	*103*
		1924-25	..	42	2	44	20	21	41	85
Jorhat (Provincial)	2′ 0″	*1923-24*	..	*38*	*13*	*51*	..	..	..	*51*
		1924-25	32	44	11	87	..	..	..	87
Kalighat Falta	2′ 6″	*1923-24*	*46*	*60*	..	*106*	*74*	*16*	*90*	*196*
		1924-25	49	61	..	110	78	20	98	208
Kolar District*	2′ 6″	*1923-24*	..	..	..	..	..	..	..	..
		1924-25	..	..	..	..	..	..	..	..
Kulasekarapatnam Light	2′ 0″	*1923-24*	*10*	*8*	*2*	*20*	..	..	..	*20*
		1924-25	..	17	1	18	..	..	..	18
Porbandar State	3′ 3⅜″	*1923-24*†	..	..	..	..	..	..	..	..
		1924-25	51	..	29	81	27	1	28	109
Tarikere-Narasimharajapura Light.	2′ 0″	*1923-24*	..	*19*	*6*	*33*	*5*	*2*	*7*	*40*
		1924-25	..	20	3	29	3	1	4	33
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1923-24*	..	*136*	..	*136*	..	..	..	*136*
		1924-25	..	90	38	128	21	..	21	149
Tezpore-Balipara Light	2′ 6″	*1923-24*	..	*38*	..	*38*	..	..	..	*38*
		1924-25	..	37	..	37	..	..	..	37
Trivellore Light	2′ 0″	*1923-24*	*11*	..	*4*	*15*	..	..	..	*15*
		1924-25	13	..	3	16	..	..	..	16
Udaipur-Chittorgarh	3′ 3⅜″	*1923-24*	*2*	*102*	..	*104*	*7*	..	*7*	*111*
		1924-25	2	101	..	103	8	..	8	111
Total Class III Railways	..	*1923-24*	*195*	*1,873*	*311*	*2,391*	*288*	*134*	*422*	*2,813*
		1924-25	593	1,696	375	2,480	337	113	450	2,939

*Included with the Bangalore
†Included with the Gondal

for the years 1923-24 and 1924-25—concld.

Number of tons of fuel consumed.				Average cost at pit's mouth or at station of supply.			Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives.		
Foreign Coal.	Indian Coal.	Wood.	Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Foreign Coal.	Indian Coal.	Wood.
12	13	14	15	16	17	18	19	20	21
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
..	*2,486*	..	*2,486*	..	*12·52*	..	..	*16·20*	..
..	2,514	..	2,514	..	9 09	..	..	13 06	..
..	*1,441*	*3*	*1,442*	..	*13·28*	*20·00*	..	*23·10*	*20·00*
..	1,445	4	1,446	..	11·06	10·40	..	20·97	10·40
..	*311*	..	*311*	..	*5·50*	..	..	*10·60*	..
..	709	..	709	..	5·75	..	..	10·75	..
..	*5,452*	*5*	*5,454*	..	*12·00*	*6·00*	..	*21·30*	*6·00*
..	6,958	513	7,163	..	10·25	6·00	..	19·75	6·00
..	*2,419*	..	*2,419*	..	*5·42*	..	..	*9·80*	..
..	4,802	..	4,802	..	5·75	..	..	10·12	..
..	*580*	..	*580*	..	*5·69*	..	..	*10·20*	..
..	1,200	..	1,200	..	5·75	..	..	10·12	..
..	*138*	*3*	*139*	..	*6·12*	*27·00*	..	*24·00*	*27·00*
..	140	3	141	..	6·12	27·00	..	24·00	27·00
..	*7,383*	*35*	*7,397*	..	*7·00*	*31·00*	..	*24·00*	*33·00*
..	6,200	30	6,212	..	7·00	17·53	..	23·64	17·53
..	*1,106*	..	*1,106*	..	*7·25*	..	..	*12·50*	..
..	1,399	..	1,399	..	6·00	..	..	11·28	..
..	*1,507*	..	*1,507*	..	*19·50*	..	..	*19·60*	..
..	1,003	..	1,003	..	16·73	..	..	18·82	..
..	*3,020*	..	*3,020*	..	*7·25*	..	..	*12·20*	..
..	3,413	..	3,413	..	6·00	..	..	10·90	..
..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..
..	*	..	..	..	..	..	..	..	..
..	*	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..
..	2,548	8	2,551	..	8·00	21·00	..	26·00	21·00
..	*611*	*21*	*619*	..	*7·87*	*11·50*	..	*25·50*	*11·50*
..	444	22	453	..	5·75	10·50	..	25·00	10·50
..	*2,157*	..	*2,157*	..	*	..	..	*	..
..	2,842	17	2,849	..	8·00	27·00	..	17·88	27·00
..	*820*	..	*820*	..	*	..	..	*27·00*	..
..	781	..	781	..	*	..	..	27·00	..
..	*20*	*207*	*103*	..	*	*8·50*	..	*21·00*	*8·50*
..	35	294	152	..	14·00	8·50	..	21·37	8·50
..	*1,566*	*39*	*1,582*	..	*13·50*	*7·00*	..	*24·20*	*7·00*
..	1,544	28	1,555	..	8·25	7·00	..	20·31	7·00
576	*44,445*	*662*	*45,286*	..	..	..	..	..	..
548	37,977	2,725	39,615	..	..	..	..	..	..

Chik Balapur Light Railway.
Railway.

APPENDICES.

APPEN

Value of Stores Purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

NOTE.—Materials commonly purchased in India such as coal and coke,

Stores purchased.	Bengal Nagpur.			Bombay, Baroda and Central India.			Eastern Bengal.		
	A	B	C	A	B	C	A	B	C
1. Bridge work	1,42	..	2,86	16,58	..	1	..	1	32
2. Engineer's plant, excluding petty tools.	..	3,55	..	67	1,02	9	87	10	6
3. Workshop machinery and heavy tools.	1,65	63	1	4,17	1,13	..	2,04	1,36	..
4. Permanent-way :—									
(*a*) Rails	..	48	27,64	5	15	12,19	..	..	1,39
(*b*) Steel sleepers ..	14,94	..	..	1	..	17	..	..	..
(*c*) Cast iron sleepers	..	..	..	..	..	2	..	..	7
(*d*) Wooden sleepers	56	..	38,36	99	..	27,96	..	..	29,76
(*e*) Chairs and fastenings.	42	15,39	9,25	99	6,71	1,48	92	18	1,46
(*f*) Concrete sleepers	..	..	..	..	..	..	..	..	27
5. Rolling-stock :—									
(*a*) Locomotives and spare parts.	26,33	1,67	4	5,93	2,40	6,48	7,51	2	32
(*b*) Coaching stock ..	11,99	..	..	..	..	..	..	..	6,22
(*c*) Goods stock ..	51,23	1,02	..	..	..	..	..	..	70
(*d*) Spare parts-coaching and goods stock.	17,14	13,58	51	17,05	3,64	7,90	3,41	79	39
(*e*) Motor cars ..	..	..	..	..	11	..	..	..	..
6. Building and station materials and fencing.	..	68	4,04	22	3,09	16	1,59	1,19	1,36
7. Tools and Stores :—									
(*a*) Tools and cutlery	3	2,05	32	74	2,15	43	6	75	9
(*b*) Steel (excluding permanent-way materials).	63	77	5	9,82	5,49	25	1	8	..
(*c*) Iron (excluding permanent-way materials).	1,94	1,23	40	1,16	1,40	17	6	1,06	1,46
(*d*) Other metals ..	..	88	..	1,31	5,04	14	43	32	57
(*e*) Timber ..	..	..	6,93	..	..	10,91	..	..	6,90
(*f*) Oils	..	8,32	2,16	..	5,61	6,88	..	5,32	1,97
(*g*) Portland cement	..	61	87	..	1,08	12	..	..	63
(*h*) All other stores	2,06	21,97	9,01	4,80	16,87	29,54	64	5,95	6,04
8. Electrical plant and materials.	9	3,34	..	2,56	5,85	1	35	3,67	10
Total ..	1,30,44	76,17	1,02,45	67,05	61,74	1,04,85	17,89	20,80	60,98

DIX A.

year 1924-25 (In thousands of rupees).

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

stones, bricks, lime, ball st, etc., are not included.

East Indian.			Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
A	B	C	A	B	C	A	B	C	A	B	C
8,76	15	21	1,19	..	..	5,74	..	..	1,27	1,03	..
1,82	2,75	..	172	87	3	52	8	..	92	63	24
5,75	3,10	..	6,11	60	1	4,69	63	..	2,10	60	37
..	..	19,67	7,81	..	..	4	..	2,91	..	..	21,31
..	..	..	15,96	..	..	..	..	..	..	..	..
..	..	..	3,02	..	..	..	..	1,10	..	..	6,62
..	2,33	29,61	..	..	17,53	..	..	18,56	..	..	65,68
1,34	47	29	2,27	18	8	4,63	..	58	6,17	..	14,55
..	..	..	..	..	17	..	..	..	..	..	36
49,31	1,01	5	95	32	1	13,94	44	6	16,41	25	42
..	..	..	17,27	..	..	4,77	3	3	..	..	5,87
..	..	..	37,30	..	..	13,38	1	..	..	..	1,61
1,34,19	7,37	1,29	13,54	4,91	65	13,03	29	10	29,18	1,30	2,31
..	..	..	..	17	..	8	..	..	12	23	..
1,35	6,32	3 24	1,77	2,66	1,83	1,73	39	71	2,10	2,98	2,24
1,19	1,27	11	70	60	12	80	22	12	1,64	1,37	32
2,58	2,77	54	3,08	53	2	67	39	..	4,15	2,33	8,92
52	2,30	28,18	2	6	4	53	100	49	..	19	21
4,69	89	1,10	1,24	1,99	1,55	80	106	1,32	..	4,86	21
..	33	12,39	..	..	7,36	..	..	5,12	..	..	12,72
..	19,28	5,63	..	7,66	5,57	4	6,78	1,80	..	63	22,36
..	..	1,38	7	2	57	45	23	..	..	2	3,25
9,24	20,18	46,59	11,36	7,45	13,61	1,99	4,31	5,31	8,73	5,72	11,13
9,26	5,61	16	41,01	1,49	2	6,37	1,03	..	1,05	8,80	25
2,30,00	76,83	1,50,44	1,66,42	29,51	49,22	74,20	16,89	38,21	73,84	30,97	1,80,95

APPEN

Value of Stores purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

NOTE.—Materials commonly purchased in India, such as coal and coke,

Stores purchased.	Oudh and Rohilkhand.			South Indian.			Assam Bengal.		
	A	B	C	A	B	C	A	B	C
1. Bridge work	2,14	1,48	1,27	1,26	2	2	..	..	5
2. Engineer's plant, excluding petty tools.	3,27	25	10	113	46	4	..	4	3
3. Workshop machinery and heavy tools.	2,34	2,03	11	96	69	1	81	12	5
4. Permanent-way :—									
(*a*) Rails	..	..	6,31	29	..	2,77	..	..	17
(*b*) Steel sleepers ..	..	..	..	..	..	..	..	..	..
(*c*) Cast iron sleepers	..	..	..	1	..	..	..	..	..
(*d*) Wooden sleepers	..	..	33,64	..	..	6,02	..	..	2,63
(*e*) Chairs and fastenings.	94	9	83	1,81	2	1,18	..	1	22
(*f*) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(*a*) Locomotives and spare parts.	3,64	6	..	2,24	11	..	37	31	5
(*b*) Coaching stock ..	..	5,81	..	77	..	..	..	..	..
(*c*) Goods stock ..	6	..	..	3,10	..	..	..	..	..
(*d*) Spare parts—coaching and goods stock.	4,14	1,04	1,43	2,84	56	13	86	22	7
(*e*) Motor cars ..	..	4	..	1	..	..	..	..	..
6. Building and station materials and fencing.	48	1,90	27	12,03	2,69	81	64	67	22
7. Tools and stores :—									
(*a*) Tools and cutlery	93	35	31	47	27	4	6	21	8
(*b*) Steel (excluding permanent-way materials).	28	81	65	33	51	..	6	33	11
(*c*) Iron (excluding permanent-way materials).	3	25	61	67	67	11	..	17	4
(*d*) Other metals ..	19	53	40	38	14	..	1	25	2
(*e*) Timber ..	..	..	1,81	..	1	3,94	..	..	1,38
(*f*) Oils	..	2,88	1,83	..	1,57	3,86	..	64	99
(*g*) Portland cement	..	1	14	27	71	23	..	..	39
(*h*) All other stores	66	1,60	3,51	1,72	2,61	3,57	18	1,43	1,29
8. Electrical plant and materials.	2,80	3,14	4	2,63	90	19	5,36	1,11	..
Total ..	21,90	22,30	53,26	33,92	11,94	22,92	8,35	5,51	7,79

DIX A—*concld.*

year 1924-25 (In thousands of rupees)—concld.

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

stones, bricks, lime, ballast, etc., are not included.

Bengal and North-Western.			Burma.			Rohilkund and Kumaon.			Total expenditure for railways who have reported for 1924-25.		
A	B	C	A	B	C	A	B	C	A	B	C
36	..	..	4,32	63	42	..	..	..	43,04	3,32	5,16
9	7	1	25	51	..	..	1	..	11,26	10,34	60
22	3	1	3,45	1	..	..	4	..	34,29	11,00	57
..	..	6,59	2,13	5	14,52	..	..	..	10,32	68	1,15,47
..	..	..	..	..	..	..	..	..	30,91	..	17
..	..	..	..	..	..	..	..	..	3,03	..	7,81
..	..	4,79	..	..	17,80	..	..	2,11	1,55	2,33	2,94,45
25	11	35	2,51	51	26	25	..	..	22,51	23,67	30,53
..	..	..	..	..	..	..	..	..	..	..	80
66	5	1	2,95	4	..	20	4	..	1,30,44	6,72	7,38
88	..	1	..	2	2	4	4	..	35,72	5,90	12,15
1,39	..	..	5,72	..	..	10	..	..	1,12,28	1,03	2,31
4,29	10	3	8,60	..	..	13	8	..	2,48,40	33,88	14,81
..	..	..	..	2	1	..	..	..	21	57	1
2	14	8	30	41	76	..	14	..	22,23	23,26	15,77
11	34	5	32	48	2	..	17	4	7,05	10,23	2,05
..	29	..	2,40	64	18	..	3	..	24,01	14,97	10,72
1,61	97	12	80	62	7	6	25	..	7,40	10,17	31,90
51	50	3	21	1	70	6	17	..	9,83	16,64	6,04
..	..	1,67	..	..	4,62	..	..	43	..	34	76,18
..	2,70	81	..	1,23	2,72	..	5	74	4	62,70	57,32
..	..	7	50	64	..	..	..	2	1,29	3,32	7,67
1,23	1,66	2,29	3,81	2,11	3,87	14	91	61	46,56	93,47	1,36,37
30	53	1	1,02	23	2	2	22	..	73,85	35,92	80
11,92	7,49	16,93	39,29	8,16	45,99	1,00	2,15	3,95	8,76,22	3,70,46	8,37,01

Details of working of State collieries

Colliery.	Owned by	Province.	Year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo-Ramgarh ..	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	1922-23	25,59,006	465,904	6,704	88,454	561,062
			1923-24	25,51,998	452,311	6,836	70,309	529,456
			1924-25	29,37,572	617,996	7,345	73,511	698,852
Swang	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	1924-25	7,13,874	38,321	..	5,305	43,626
Kurhurbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1922-23	39,44,558	460,462	11,497	89,122	561,081
			1923-24	52,21,660	516,167	8,908	105,269	630,344
			1924-25	52,79,523	520,353	7,882	124,410	652,645
Mohpani	Great Indian Peninsula Railway.	Central Provinces.	1922-23	9,58,625	67,548	16,536	492	84,576
			1923-24	8,99,935	69,352	15,947	35	85,334
			1924-25	9,09,201	67,718	3,623	..	71,341
Kargali	Great Indian Peninsula Railway.	Bihar and Orissa.	1922-23	28,62,171	371,403	..	†10,634	382,037
			1923-24	28,61,784	362,924	21,067	572	384,563
			1924-25	30,63,420	510,611	9,527	8,707	528,845
Khost	North Western Railway.	Baluchistan ..	1922-23	2,73,915	2,891	..	‡20,308	23,199
			1923-24	2,73,915	3,122	..	‡21,030	24,152
			1924-25	2,73,916	2,498	..	18,888	21,386
Khost Pressed Fuel Factory	North Western Railway.	Baluchistan ..	1922-23	23,408	..	..	..	16,079
			1923-24	23 408	..	..	..	13,955
			1924-25	20,028	..	..	..	16,773

† Includes small coal.
‡ Dust coal.

DIX B.

for the years 1922-23 to 1924-25.

Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Remarks.
10	11	12	13	14	15	16	17
Tons.	Rs.	Rs.		Tons.			
560,942	13,51,614	2·41	4,286	131	1	4	
529,836	13,77,071	2·60	4,800	110	..	11	The decrease in the capital outlay in 1923-24 is due to credits to the Sinking Fund.
698,482	17,64,185	2·52	6,002	116	2	20	
40,631	†	†	775	56	..	..	† No working account has been started as yet.
581,882	29,40,978	5·24	7,351	76	2	25	
629,925	31,06,590	4·92	7,500	84	7	27	
652,792	35,29,003	5·41	8,468	77	8	19	
79,768	8,76,696	10·37	2,021	42	1	3	
86,091	7,63,022	8·94	1,613	53	2	..	The decrease in the capital outlay in 1923-24 is due to credits to the Sinking Fund and other credits.
76,589	6,94,117	9·73	1,345	53	2	2	
374,387	13,79,964	3·61	3,217	119	3	4	
380,063	15,35,497	3·99	2,907	132	..	10	
529,097	18,50,664	3·50	3,605	144	3	5	
25,610	4,55,753	19·64	730	32	2	3	
22,249	3,41,782	14·15	556	43	5	3	
23,329	3,07,970	14·40	484	44	6	8	
16,079	3,53,087	21·96	30	536	..	..	
13,955	3,45,589	24·76	26	537	..	..	The decrease in the capital outlay in 1924-25 is due to adjustments.
16,773	3,77,441	22·50	22	762	1	..	

APPENDIX C.

Statement of Number of Servants of all races employed on each Railway system (open lines only) at the close of the years 1923-24 and 1924-25.

Railway.	Number of servants employed.							
	Europeans.		Anglo-Indians.		Indians.		Total.	
	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25.
1	2	3	4	5	6	7	8	9
Class I.								
Assam-Bengal	91	79	267	292	11,618	11,107	11,976	11,478
Bengal and North-Western	111	117	229	210	25,473	26,010	25,813	26,337
Bengal-Nagpur	709	714	1,216	1,282	59,366	62,951	61,291	64,947
Bombay, Baroda and Central India	697	605	873	944	70,246	69,400	71,816	70,949
Burma	137	137	559	539	22,722	24,071	23,418	24,747
Eastern Bengal	285	289	526	520	46,180	47,082	46,991	47,891
East Indian	1,461	1,473	1,699	1,754	118,535	131,181	121,695	134,408
Great Indian Peninsula	1,125	998	1,216	1,414	90,448	82,856	92,789	85,268
Jodhpur	29	25	19	19	8,940	7,344	8,983	7,388
Madras and Southern Mahratta	277	283	2,016	2,093	46,451	48,479	48,744	50,855
Nizam's Guaranteed State	84	84	350	374	13,736	13,948	14,170	14,406
North Western	1,055	995	855	804	101,006	104,297	102,916	106,096
Oudh and Rohilkhand	228	216	362	383	28,368	29,386	28,958	29,985
Rohilkund and Kumaon	26	21	20	24	5,487	5,362	5,533	5,407
South Indian	164	169	1,166	1,175	29,532	30,030	30,862	31,374
Total	6,479	6,205	11,373	11,827	678,108	693,504	695,960	711,536
Class II.								
Barsi Light	6	5	1	1	963	966	970	972
Bengal-Dooars	7	6	2	3	1,877	1,635	1,886	1,644
Bhavnagar State	2	3	15	17	2,596	2,802	2,613	2,822
Bikaner State	..	8	..	1	..	3,092	..	3,101
Darjeeling-Himalayan	17	14	19	19	1,874	1,907	1,910	1,940
Dibru-Sadiya	11	12	4	6	2,534	2,697	2,549	2,715
Gaekwar's Baroda State	3	4	7	6	2,816	2,950	2,826	2,960
Gondal	1	1	2	..	1,545	1,369	1,548	1,370
Junagad State	1	1	6	5	1,124	1,094	1,131	1,100
Morvi	..	..	..	..	723	619	728	619
Mysore	5	5	45	47	1,104	1,094	1,154	1,146
Total	53	59	101	105	17,161	20,225	17,315	20,389
Class III, Total	33	35	26	33	7,420	8,861	7,479	8,929
Grand Total	6,565	6,299	11,500	11,965	702,689	722,590	720,754	740,854

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1924-25 and the preceding four years.

Class of accidents.	1920-21.		1921-22.		1922-23.		1923-24.		1924-25.	
I.—*Accidents to trains*—										
Collisions—										
Passenger trains	75		86		68		82		79	
Other trains and light engines	244		237		236		346		403	
Derailments—										
Passenger trains	317		378		300		346		404	
Other trains	3,468		4,068		3,236		3,543		4,011	
II.—*Accidents due to failure of engines and rolling-stock*—										
Bursting of boilers or tubes, etc., of engines.	405		374		353		364		276	
Failure o machinery, springs, etc., of engines.	2,024		1,780		1,720		1,750		1,879	
Failure of tyres and wheels	33		22		29		30		34	
ditto axles	184		102		78		156		170	
ditto couplings	3,098		2,575		2,401		2,664		3,050	
ditto brake apparatus	37		23		18		42		32	
III.—*Accidents due to failure of permanent-way, etc.*—										
Broken rails	391		379		325		356		298	
Failure of tunnels, bridges, viaducts, culverts, etc	4		2		3		4		6	
Flooding of portions of permanent-way.	83		139		93		112		141	
Slips in cuttings o embankments	49		47		85		69		75	
IV.—*Accidents due to fire*—										
Fire in trains	534		488		418		333		296	
Fire at stations or involving injury to bridges or viaducts.	138		126		85		54		72	
V.—*Other accidents*—										
Trains running over cattle on the line.	7,192		7,525		8,042		8,749		8,350	
Trains running over obstructions on the line.	276		273		250		259		287	
Miscellaneous	877		735		572		561		593	
TOTAL	19,429		19,359		18,312		19,820		20,486	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
NUMBER OF PERSONS KILLED OR INJURED—										
A.—*In accidents to trains, rolling-stock and permanent-way*—										
Passengers	143	275	181	228	30	154	63	214	117	206
Railway servants	37	188	28	134	30	125	21	374	36	168
Other persons	29	37	18	32	17	24	65	39	19	34
TOTAL	209	500	227	394	77	303	149	627	172	408
B.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.* —										
Passengers	439	1,135	455	1,299	364	1,170	300	1,038	295	1,035
Railway servants	430	799	417	739	345	671	355	585	386	721
Other persons	1,967	642	2,040	669	1,890	712	1,945	678	2,016	764
TOTAL	2,836	2,576	2,912	2,707	2,599	2,553	2,600	2,301	2,697	2,570
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—										
Passengers	*	*	92	42	11	44	9	20	6	21
Railway servants	*	*	58	457	47	554	41	461	44	600
Other persons	*	*	16	8	6	15	19	38	26	59
TOTAL	*	*	166	507	64	613	69	519	76	680
TOTAL PASSENGERS	†582	†1,410	728	1,569	405	1,368	372	1,272	418	1,312
TOTAL RAILWAY SERVANTS	†467	†987	503	1,330	422	1,350	417	1,420	466	1,489
TOTAL OTHER PERSONS	†1,996	†679	2,074	709	1,913	751	2,029	755	2,061	857
GRAND TOTAL	†3,045	†3,076	3,305	3,608	2,740	3,469	2,818	3,447	2,945	3,658

*Not available.

†Excludes accidents under C.

Number of persons killed or injured during the year 1924-25 by the movement of trains and railway vehicles between passengers, railway servants and other persons, and classifying, as far as practicable,

Serial No.	Class of accident.		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
	PASSENGERS.									
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.									
1	From falling between trains and platforms ..	Killed ..	..	..	..	3	6	..	13	8
		Injured ..	..	..	..	9	1	4	18	3
2	From falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed ..	..	4	2	2	3	..	..	3
		Injured ..	1	3	7	56	7	1	19	8
3	Whilst crossing the line at stations	Killed ..	..	2	..	3	..	..	6	9
		Injured ..	..	..	..	4	1	1	7	1
4	By closing of carriage doors	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	..	5	..	..	1	2
5	From falling or jumping out of carriages during the running of trains.	Killed ..	2	2	7	6	11	3	18	23
		Injured ..	6	59	71	152	20	38	39	17
6	By other accidents	Killed ..	..	..	2	3	..	..	5	..
		Injured ..	..	..	3	24	1	..	10	2
	TOTAL PASSENGERS ..	Killed ..	2	8	11	17	20	3	42	43
		Injured ..	7	53	81	250	30	44	94	33
	RAILWAY SERVANTS.									
	ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1	Whilst coupling or uncoupling vehicles ..	Killed ..	..	..	1	4	..	1	2	7
		Injured ..	1	1	9	14	9	..	12	20
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	..	..	..	..	..	..
3	Whilst passing over or standing upon buffers during shunting.	Killed ..	..	..	..	1	..	..	..	..
		Injured ..	..	..	..	..	1	..	1	..
4	When getting on or off or falling off, engines, wagons, etc., during shunting.	Killed ..	..	..	..	..	2	1	1	1
		Injured ..	..	..	1	1	2	1	10	6
5	Whilst braking, spragging or chocking wheels	Killed ..	..	..	..	..	..	1	..	2
		Injured ..	..	..	..	..	..	1	..	6
6	Whilst attending to ground points, marshalling trains, etc.	Killed ..	..	..	..	2	..	..	1	..
		Injured ..	..	..	..	2	..	1	1	..
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ..	1	..	..	..	..	..	1	..
		Injured ..	..	..	..	..	..	..	5	..
8	By other accidents during shunting operations not included in the preceding.	Killed ..	..	..	..	..	2	..	5	2
		Injured ..	..	3	4	1	1	2	5	3
9	TOTAL ..	Killed ..	1	..	1	7	4	3	10	12
		Injured ..	1		14	18	13	5	34	35

DIX D(*ii*).

exclusive of trains, etc., accidents included in Appendix C (iii) *on all railways open for traffic, distinguishing the nature and causes of the accidents occasioning death or injury.*

Jodhpur	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No.
							1924-25.	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25	1923-24.	
..	..	..	6	4	..	..	40	42	..	2	1	..	41	44	1
..	..	..	6	4	..	2	47	66	..	..	..	1	47	67	
..	3	..	14	3	3	2	39	33	2	..	2	..	43	33	2
..	5	..	28	3	..	1	139	132	..	..	2	1	141	133	
..	..	..	5	..	..	..	25	27	1	1	..	..	26	28	3
..	..	..	12	..	..	..	26	27	3	..	..	1	29	28	
..	..	..	..	..	..	..	..	8	..	..	..	..	..	8	4
..	..	1	1	..	..	1	11	23	..	..	..	..	11	23	
	5	3	67	7	1	7	163	165	4	1	1	5	167	171	5
10	78	25	174	21	14	43	759	686	29	24	13	11	801	721	
..	..	..	3	..	1	..	14	16	4	..	..	..	18	16	6
1	7	1	3	..	1	2	55	61	..	5	1	..	56	66	
..	8	3	95	14	5	9	220	291	11	4	4	5	295	300	7
11	90	27	224	28	15	49	1,036	995	32	29	17	14	1,085	1,038	
..	..	..	6	1	..	..	22	22	..	3	1	..	23	25	1
2	11	9	12	2	..	8	110	74	1	1	..	..	111	75	
..	..	..	..	..	..	..	..	1	2	..	..	..	2	1	2
..	..	..	1	..	..	..	1	1	2	1	..	..	3	2	
..	..	..	..	..	..	..	1	2	..	..	..	..	1	2	3
..	2	..	3	..	..	..	7	5	2	2	..	..	9	7	
..	..	..	4	..	..	..	9	10	..	1	..	..	9	11	4
..	1	..	5	..	..	..	27	32	..	1	..	1	27	34	
..	..	..	..	..	..	..	3	..	..	..	..	..	3	..	5
..	..	..	5	..	..	..	12	8	..	..	..	..	12	8	
..	..	..	1	..	..	..	4	11	..	..	..	..	4	11	6
..	..	3	2	..	..	..	9	10	..	..	1	..	10	10	
..	..	..	..	..	..	..	2	2	..	..	..	..	2	2	7
1	..	..	..	..	..	1	7	5	..	..	..	..	7	5	
..	1	..	19	..	..	1	30	23	..	..	..	..	30	23	8
..	8	1	22	..	..	2	52	44	1	2	..	..	53	46	
..	1	..	30	1	..	1	71	71	2	4	1	..	74	75	9
3	22	13	50	2	..	11	225	179	6	7	1	1	232	187	

Number of persons killed or injured during the year 1924-25 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Serial No.	Class of accident.		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
	RAILWAY SERVANTS—*concld.*									
	Brought forward	Killed	1	..	1	7	4	3	10	12
		Injured	1	4	14	18	13	5	34	35
	OTHER ACCIDENTS.									
10	From falling off engines, etc., during the running of trains.	Killed	..	..	..	2	..	3	1	2
		Injured	1	1	4	5	2	4	4	7
11	By coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	1	..	..	2
		Injured	..	..	..	..	1	1	..	4
12	When getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	..	1	1	3	..	4
		Injured	1	1	1	4	2	1	10	7
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	1	..
		Injured	..	..	8	1	1	..	3	2
14	Whilst working on the permanent-way, sidings, etc.	Killed	..	..	1	..	4	2	8	
		Injured	..	..	5	1	4	1	4	..
15	Whilst attending to gates at level-crossings	Killed	..	..	..	2	1	2	1	—
		Injured	..	..	..	1	2	..	1	..
16	Whilst walking, crossing, or standing on the line on duty.	Killed	..	3	1	13	4	11	33	49
		Injured	..	1	1	13	4	9	35	12
17	From being caught between vehicles	Killed	..	..	..	..	1	..	3	1
		Injured	..	..	2	..	1	..	2	2
18	From falling or being caught between trains and platforms, walls, etc.	Killed	..	..	1	8	1	..	4	..
		Injured	..	..	2	5	..	..	8	..
19	Whilst walking, etc., on the line on the way home or to work.	Killed	..	..	..	14	2	1	11	4
		Injured	..	..	..	12	1	..	4	2
20	Miscellaneous	Killed	2	2	8	5	3	..	2	2
		Injured	2	3	48	10	7	5	12	4
21	TOTAL	Killed	2	5	11	45	18	22	64	65
		Injured	4	6	71	52	25	21	83	58
	TOTAL RAILWAY SERVANTS	Killed	3	5	12	52	22	25	74	77
		Injured	5	10	85	70	38	26	117	93
	OTHER PERSONS.									
1	Whilst passing over the railway at level crossings.	Killed	..	..	..	7	1	..	10	1
		Injured	..	1	..	7	..	..	3	..
2	While trespassing on the line	Killed	24	129	165	144	74	142	281	196
		Injured	16	50	86	60	39	84	132	20
3	Suicides	Killed	..	6	18	14	1	..	71	32
		Injured	..	..	4	..	..	..	3	..
4	Miscellaneous	Killed	..	1	7	1	1	..	9	1
		Injured	3	4	15	3	2	1	10	..
	TOTAL OTHER PERSONS	Killed	24	136	190	166	77	142	371	230
		Injured	19	55	105	70	41	85	148	20
	GRAND TOTAL	Killed	29	149	213	235	119	170	487	350
		Injured	31	118	271	390	109	155	359	146

DIX D(*ii*)—*concld.*

vehicles exclusive of trains, etc., accidents included in Appendix C (iii) *on all railways open for traffic far as practicable, the nature and causes of the accidents occasioning death or injury.*

Jodhpur.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No.
							1924-25.	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	
..	1	..	30	1	..	1	71	71	2	4	1	..	74	75	9
3	22	13	50	2	..	11	225	179	6	7	1	1	232	187	
..	..	..	1	2	..	..	11	17	1	..	..	..	12	17	10
2	2	2	10	1	..	..	45	44	3	4	2	1	50	49	
..	..	..	3	..	..	..	6	4	..	1	..	..	6	5	11
..	..	..	6	..	..	..	12	8	..	1	..	..	12	9	
..	..	..	3	..	1	..	13	17	3	..	..	..	16	17	12
..	4	..	4	..	..	..	35	45	..	1	..	1	35	47	
..	..	..	..	..	..	..	1	..	..	..	1	..	2	..	13
..	3	..	2	1	..	..	39	37	5	..	..	..	44	37	
..	..	3	3	..	..	..	22	22	..	..	..	..	22	22	14
..	..	3	3	1	..	..	22	15	4	..	..	..	26	15	
..	..	..	1	..	..	..	7	11	1	1	..	..	8	12	15
..	..	..	3	..	..	..	7	5	..	1	1	..	8	6	
..	5	1	14	5	..	..	138	119	2	1	..	..	140	120	16
1	1	..	12	1	..	..	90	82	..	..	..	..	90	82	
..	..	..	2	..	..	..	7	19	..	..	..	..	7	10	17
2	1	..	3	..	2	..	15	14	3	1	..	..	18	15	
..	..	1	2	1	1	..	19	9	..	..	..	..	19	9	18
..	4	..	2	1	1	..	23	16	..	1	..	..	23	17	
..	1	..	1	1	..	..	35	26	..	..	..	..	35	26	19
..	2	..	2	..	..	..	23	13	..	1	..	..	23	14	
2	6	..	8	1	..	3	44	32	1	1	..	..	45	33	20
7	41	1	4	..	..	11	105	104	5	3	..	..	100	107	
2	11	5	38	10	2	3	303	276	8	4	1	..	312	286	21
12	58	6	51	5	3	11	466	383	20	13	3	2	480	398	
2	12	5	68	11	2	4	374	347	10	8	2	..	383	355	
15	80	19	101	7	3	22	691	562	26	20	4	3	721	585	
..	3	1	6	..	..	..	29	37	1	4	..	..	30	41	1
..	10	..	3	1	..	..	25	33	..	2	..	..	25	35	
3	103	22	130	81	16	107	1,622	1,579	26	22	17	6	1,665	1,607	2
9	38	5	38	31	4	33	645	553	11	13	10	10	666	576	
..	30	6	18	28	2	31	257	240	1	1	4	2	262	243	3
1	1	..	1	..	1	..	11	11	..	..	..	..	11	11	
4	1	..	18	..	..	10	53	46	5	2	1	6	69	54	4
5	3	1	11	..	..	2	60	53	1	..	1	3	62	56	
7	142	29	172	109	18	148	1,961	1,902	33	29	22	14	2,016	1,945	
15	52	6	53	32	5	35	741	650	12	15	11	13	764	678	
9	162	37	335	134	25	161	2,615	2,540	54	41	28	19	2,697	2,600	
41	222	52	378	67	23	106	2,468	2,207	70	64	32	30	2,570	2,201	

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways open
servants and other persons,

Class of accident.	Assam-Bengal.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	—	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	4	4	..	..	..	2	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes.	..	3	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	—	1	1	..	..	..	..	..	..	..	..
(*b*) other causes	—	3	3	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines . . .	—	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines .	—	..	..	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines	..	..	..	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	21	21	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	8	8	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way. .	..	1	1	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . . .	..	2	2	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	140	140	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line .	..	9	9	..	..	..	1	..	..	..	1
(*d*) Trains running through gates at level-crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	3	3	..	..	..	4	..	..	..	4
Total . .	..	197	197	..	..	..	7	..	..	..	7

DIX D (*iii*).

for traffic, distinguishing between the different classes of accidents and the number of passengers, railway killed or injured in each class of accident.

BENGAL AND NORTH-WESTERN.												
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
..	1	1	..	6	..	1	..	..	..	7	1	
1	2	3	2	4	..	1	..	..	2	5	2	
..	..	..	..	..	..	..	..	..	..	..	3	
..	1	1	..	..	..	..	..	..	..	..	4	
..	..	..	..	..	..	..	..	..	..	..	5	
..	..	..	..	..	..	..	..	..	..	..	6	
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)	
..	4	4	..	..	..	..	..	..	..	..	(*b*)	
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)	
..	5	5	..	..	..	..	..	..	..	..	(*b*)	
..	..	..	..	..	..	..	..	..	..	..	9 (*a*)	
..	..	..	..	..	..	..	..	..	..	..	(*b*)	
..	58	58	..	..	..	..	..	..	..	..	(*c*)	
..	..	..	..	..	..	..	..	..	..	..	(*d*)	
..	..	..	..	..	..	..	..	..	..	..	(*e*)	
..	..	..	..	..	..	..	..	..	..	..	(*f*)	
..	..	..	..	..	..	..	..	..	..	..	(*g*)	
..	28	28	..	..	..	..	..	..	..	..	(*h*)	
..	..	..	..	..	..	..	..	..	..	..	10 (*a*)	
..	..	..	..	..	..	..	..	..	..	..	(*b*)	
..	3	3	..	..	..	..	..	..	..	..	(*c*)	
..	..	..	..	..	..	..	..	..	..	..	(*d*)	
..	1	1	..	..	..	..	..	..	..	..	11 (*a*)	
..	1	1	..	..	..	..	..	..	..	..	(*b*)	
..	7	7	..	..	..	..	..	..	..	..	12 (*a*)	
..	167	167	..	..	..	..	..	..	..	..	(*b*)	
..	4	4	..	..	..	..	1	4	1	4	(*c*)	
..	2	2	..	..	..	..	..	1	..	1	(*d*)	
..	..	..	..	..	..	..	..	..	..	..	(*e*)	
1	284	285	2	10	..	2	1	5	3	17	Total.	

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways railway servants and other persons,

Class of accident.	Bengal Nagpur.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	1	3	1	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	4	6	..	..	9	4	..	..	9	4
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	2	2	..	7	..	..	..	..	..	7
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	56	56	..	..	1	..	..	..	1	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	6	6	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	3	3	..	..	..	..	..	..	..	..
(*b*) other causes	..	9	9	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	64	64	..	..	..	1	..	..	..	1
(*b*) other causes	..	89	89	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines.	..	41	41	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines.	..	67	67	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto axles	..	53	53	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus	..	3	3	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	279	279	..	..	..	1	..	..	..	1
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	46	46	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	7	7	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	11	11	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	14	14	..	..	..	..	1	1	1	1
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	14	14	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	1	..	..	..	1
(*b*) Trains running over cattle on the line	..	165	165	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line	..	36	36	..	..	..	..	2	4	2	4
(*d*) Trains running through gates at level-crossings	..	1	1	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	64	64	..	1	..	3	..	1	..	5
TOTAL	2	1,036	1,038	..	8	10	10	4	9	14	27

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers killed or injured in each class of accident.

BOMBAY, BARODA AND CENTRAL INDIA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	..	1	1	25	..	1	..	..	1	26	1
1	1	2	..	..	..	3	..	..	..	3	2
..	1	1	..	..	..	7	..	..	..	7	3
1	28	29	..	..	..	6	..	..	..	6	4
..	3	3	..	..	..	..	..	..	..	..	5
..	7	7	..	..	..	6	..	..	..	6	6
..	3	3	..	..	..	..	..	..	..	..	7 (*a*)
1	12	13	..	..	..	..	..	..	..	..	(*b*)
..	49	49	..	..	..	2	..	..	..	2	8 (*a*)
2	896	893	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*)
..	12	12	..	..	..	..	..	..	..	..	(*b*)
..	201	201	..	..	..	..	..	..	..	..	(*c*)
..	2	2	..	..	..	..	..	..	..	..	(*d*)
..	1	1	..	..	..	..	..	..	..	..	(*e*)
2	13	15	..	..	..	9	..	..	..	9	(*f*)
..	1	1	..	..	..	..	..	..	..	..	(*g*)
1	394	395	..	..	..	2	..	..	..	2	(*h*)
..	85	85	..	..	..	..	..	..	..	..	10 (*a*)
..	2	2	..	..	..	..	..	..	..	..	(*b*)
2	4	6	..	..	..	..	..	..	..	..	(*c*)
15	7	22	..	..	..	..	..	..	..	..	(*d*)
5	26	31	4	..	..	1	..	..	4	1	11 (*a*)
..	8	8	..	..	2	..	..	..	2	..	(*b*)
..	18	18	..	..	..	..	..	..	..	..	12 (*a*)
..	742	742	..	..	..	..	..	..	..	..	(*b*)
12	15	27	..	..	1	..	..	1	1	1	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	48	48	..	..	..	..	..	..	..	..	(*e*)
43	2,579	2 622	5	25	3	37	..	1	8	63	Total

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways railway servants and other persons,

Class of accident.	Burma.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	8	10	..	..	2	1	..	..	2	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	3	3	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	5	5	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	19	..	19	2	29	..	..	..	..	2	29
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	1	5	6	..	..	..	7	..	..	..	7
(*b*) other causes	1	65	66	..	..	1	4	..	..	1	4
9. Accidents due to failures of engines and rolling stock—											
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines	..	2	2	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines	..	52	52	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	38	38	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	3	3	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	27	27	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	6	6	..	..	1	5	..	..	1	5
11. Accidents due to fire—											
(*a*) Fire in trains	..	61	61	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	255	255	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line.	..	33	33	..	..	..	..	..	..	..	..
(*d*) Trains running through gates at level-crossings	..	3	3	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	56	56	..	..	..	..	..	..	..	..
Total	23	627	650	2	29	4	17	..	..	6	46

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, killed or injured in each class of accident.

EASTERN BENGAL.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	..	1	..	..	..	..	..	..	..	..	1
2	..	2	..	5	..	..	..	..	..	5	2
..	..	..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	7	7	..	..	..	..	..	..	..	..	6
											7
2	..	2	..	..	..	..	..	..	..	..	(*a*)
16	..	16	..	..	..	..	..	..	..	..	(*b*)
											8
..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	40	40	..	..	..	..	..	..	..	..	(*b*)
											9
..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	4	4	..	..	..	..	..	..	..	..	(*b*)
..	51	51	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	..	..	..	..	..	..	(*g*)
..	80	80	..	..	..	..	..	..	..	..	(*h*)
											10
..	13	1	..	..	..	..	..	..	..	..	(*a*)
..	2	2	..	..	..	..	..	..	..	..	(*b*)
..	1	1	..	..	..	..	..	..	..	..	(*c*)
..	2	2	..	..	..	..	..	..	..	..	(*d*)
											11
..	1	1	..	..	..	..	..	..	..	..	(*a*)
..	7	7	..	..	..	..	..	..	..	..	(*b*)
											12
..	1	1	..	..	..	..	..	..	..	..	(*a*)
5	260	265	..	..	..	..	..	..	..	..	(*b*)
13	3	16	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
..	11	11	..	..	..	..	..	..	..	..	(*e*)
39	485	524	..	5	..	..	..	..	..	5	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways railway servants and other persons,

Class of accident.	East Indian.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	3	1	4	..	2	1	2	..	..	1	4
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	2	1	3	..	3	..	1	..	1	..	5
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	5	9	..	..	1	9	..	..	1	9
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	2	2	..	..	..	..	..	..	..	..
6. Collisions between light engines	2	2	4	..	..	1	3	..	..	1	3
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	4	3	7	..	..	..	..	..	..	..	..
(*b*) Other causes	3	11	14	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	5	5	..	..	..	1	..	..	..	1
(*b*) Other causes	3	19	22	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines	..	37	37	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines	..	131	131	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	1	14	15	..	..	..	1	..	..	..	1
(*f*) Ditto axles	..	43	43	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus	..	8	8	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	4	602	606	..	..	..	9	..	..	..	9
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..		1	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	2	..	2	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	1	12	13	..	..	..	..	2	..	2	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	10	10	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	847	847	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line	4	27	31	..	..	..	..	1	4	1	4
(*d*) Trains running through gates at level-crossings	..	2	2	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	3	65	68	..	..	2	5	1	..	3	5
Total	36	1,853	1,889	..	5	5	31	4	5	9	41

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, killed or injured in each class of accident.

GREAT INDIAN PENINSULA.												
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
..	6	6	..	..	..	3	..	..	..	3	1	
..	8	8	..	..	..	2	..	..	..	2	2	
..	2	2	..	..	..	..	..	..	..	..	3	
3	62	65	..	..	2	5	..	..	2	5	4	
1	20	21	..	..	..	4	..	..	..	4	5	
..	31	31	..	..	..	1	..	..	..	1	6	
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)	
..	47	47	..	..	..	1	..	..	..	1	(*b*)	8
..	49	49	..	..	..	1	..	..	..	1	(*a*)	
2	903	905	..	..	..	4	..	..	..	4	(*b*)	
											9	
..	..	..	..	..	..	..	..	..	..	..	(*a*)	
..	47	47	..	..	..	..	..	..	..	..	(*b*)	
..	505	505	..	..	..	..	..	..	..	..	(*c*)	
..	4	4	..	..	..	..	..	..	..	..	(*d*)	
..	..	..	..	..	..	..	..	..	..	..	(*e*)	
..	12	12	..	..	..	..	..	..	..	..	(*f*)	
..	5	5	..	..	..	..	..	..	..	..	(*g*)	
1	695	696	..	..	..	2	..	..	..	2	(*h*)	
											10	
..	49	49	..	..	..	..	..	..	..	..	(*a*)	
..	...	..	..	..	..	..	..	..	..	..	(*b*)	
..	1	1	..	..	..	..	..	..	..	..	(*c*)	
..	2	2	..	..	..	..	..	..	..	..	(*d*)	
											11	
3	110	113	..	1	..	5	..	..	..	6	(*a*)	
..	10	10	..	..	..	1	..	1	..	2	(*b*)	
											12	
..	3	3	..	..	..	..	..	..	..	..	(*a*)	
..	1,019	1,019	..	..	..	..	..	..	..	..	(*b*)	
2	17	19	..	..	1	..	1	2	2	2	(*c*)	
..	5	5	..	..	..	..	..	..	..	..	(*d*)	
1	101	102	..	..	1	5	..	1	1	6	(*e*)	
13	3,713	3,726	..	1	5	34	1	4	6	39	Total.	

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways passengers, railway servants and other persons,

Class of accident.	JODHPUR.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	3	..	..	..	..	..	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	6	..	6	..	..	..	1	..	..	..	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	1	2	..	..	..	2	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	1	1	2	..	..	..	..	..	..	..	..
(*b*) Other causes	2	3	5	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	1	1	2	..	..	..	..	..	..	..	..
(*b*) Other causes	1	24	25	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines . . .	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines .	..	1	1	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines.	..	65	65	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto axles	1	6	7	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	55	55	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(*a*) Broken rails	..	1	1	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	8	..	8	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	1	1	2	..	..	..	..	..	..	..	..
1. Accidents due to fire—											
(*a*) Fire in trains	2	2	4	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	5	5	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	212	212	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line .	3	1	4	..	..	..	..	..	..	..	..
(*d*) Trains running through gates at level-crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	27	27	..	..	..	..	..	..	..	..
Total . .	29	407	436	..	3	..	3	..	..	..	6

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of killed or injured in each class of accident.

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	...	1	..	1	..	..	..	..	..	1	1
3	3	6	..	...	..	..	..	..	...	...	2
..	1	1	..	..	..	..	..	..	...	..	3
2	5	7	..	..	1	..	...	...	1	...	4
...	3	3	...	..	..	..	..	..	...	..	5
...	1	1	...	..	...	..	..	..	...	...	6
											7
3	..	3	...	...	...	..	..	..	...	...	(*a*)
2	1	3	...	..	...	..	...	...	...	...	(*b*)
											8
...	10	10	...	..	..	..	..	...	...	...	(*a*)
3	14	17	...	..	...	..	..	...	...	...	(*b*)
											9
...	...	...	..	..	..	..	..	..	..	...	(*a*)
...	16	16	..	..	..	..	..	..	..	...	(*b*)
...	149	149	..	..	..	..	..	..	..	...	(*c*)
...	1	1	..	..	..	..	..	..	..	...	(*d*)
..	..	..	..	..	..	..	..	..	..	...	(*e*)
1	4	5	..	..	..	..	..	..	..	..	(*f*)
...	...	...	..	..	..	..	..	..	..	..	(*g*)
...	65	65	..	..	..	..	..	..	..	..	(*h*)
											10
...	25	25	..	..	..	..	...	...	...	...	(*a*)
...	...	...	..	..	..	..	..	..	..	...	(*b*)
1	4	5	..	...	..	..	..	..	..	..	(*c*)
...	...	...	...	..	..	..	...	..	...	...	(*d*)
											11
1	28	29	...	..	..	..	..	2	...	2	(*a*)
1	3	4	..	..	..	..	1	...	1	..	(*b*)
											12
..	18	18	...	..	..	...	...	...	..	...	(*a*)
1	763	764	...	..	..	..	..	..	..	..	(*b*)
11	8	19	...	..	..	..	...	..	...	...	(*c*)
...	1	1	...	...	..	...	...	...	...	...	(*d*)
1	3	4	..	7	..	..	..	..	..	7	(*e*)
31	1,126	1,157	..	8	1	..	1	2	2	10	Total

APPEN

Number of accidents to trains, rolling stock, permanent-way, etc., during the year 1924-25 on all railways
servants and other persons, killed or

Class of accident.	Nizam's Guaranteed State.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	1	1	..	..	..	10	..	..	..	10
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	..	..	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines	..	2	2	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines	..	32	32	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	19	19	..	..	2	..	..	..	2	..
10. Accidents due to failure of permanent-way, etc.											
(*a*) Broken rails	..	2	2	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	6	6	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	608	608	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line	..	4	4	..	..	..	..	..	..	..	..
(*d*) Trains running through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	23	23	..	..	..	..	..	..	..	..
Total	..	700	700	..	..	2	10	..	..	2	10

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway injured in each class of accident.

NORTH WESTERN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	..	1	107	88	2	5	..	..	109	93	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	75	75	..	..	1	..	..	..	1	..	4
..	22	22	..	..	..	..	..	..	..	..	5
..	10	10	..	..	..	..	1	..	1	..	6
3	..	3	..	..	..	..	..	..	..	..	7 (*a*)
11	8	19	..	..	..	..	..	..	..	..	(*b*)
											8
..	719	719	..	..	..	..	..	..	..	..	(*a*)
..	766	766	..	..	..	..	..	..	..	..	(*b*)
											9
..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	40	40	..	..	..	..	..	..	..	..	(*b*)
..	255	255	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	7	7	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	..	..	..	..	..	..	(*g*)
..	560	560	..	..	..	..	..	..	..	..	(*h*)
											10
..	30	30	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
3	18	21	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
											11
..	8	8	..	..	..	..	..	..	..	..	(*a*)
..	12	12	..	..	..	..	..	..	..	..	(*b*)
											12
..	3	3	..	..	..	..	..	..	..	..	(*a*)
..	610	610	..	..	..	..	..	..	..	..	(*b*)
2	6	8	..	..	..	2	3	5	3	7	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
1	32	33	..	..	..	4	..	..	..	4	(*e*)
21	3,184	3,205	107	88	3	11	4	5	114	104	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways
servants and others persons,

Class of accident.	Oudh and Rohilkhand.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	1	2	..	..	..	1	..	..	..	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	3	3	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	1	1	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	11	11	..	..	..	..	..	..	..	..
(*b*) Other causes	..	24	24	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines	..	..	..	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines.	..	21	21	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	93	93	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	14	14	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	26	..	26	..	..	1	..	..	..	1	..
(*d*) Slips in cuttings or embankments	4	..	4	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	5	5	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	359	359	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line	..	5	5	..	..	..	1	..	..	..	1
(*d*) Trains running through gates at level crossings.	..	1	1	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total	32	547	579	..	..	1	2	..	..	1	2

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of railway killed or injured in each class of accident.

ROHILKUND AND KUMAON.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
..	3	3	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	20	20	..	..	..	..	..	..	..	..	(*b*)
..	1	1	..	..	..	..	..	..	..	..	8 (*a*)
..	10	10	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*)
..	5	5	..	..	..	..	..	..	..	..	(*b*)
..	10	10	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	2	2	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	..	..	..	..	..	..	(*g*)
..	12	12	..	..	..	..	..	..	..	..	(*h*)
..	3	3	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	5	5	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
1	2	3	..	3	..	..	..	..	..	3	11 (*a*)
..	1	1	..	..	..	..	..	..	..	..	(*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*a*)
..	80	80	..	..	..	..	..	..	..	..	(*b*)
..	1	1	..	..	..	..	..	..	..	..	(*c*)
..	4	4	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
1	163	164	..	3	..	..	..	..	..	3	Total

PAPER

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25, on all railways railway servants and other persons killed

Class of accident.	South Indian.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	1	2	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(*b*) Other causes	7	..	7	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	..	..
(*b*) Other causes	5	12	17	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines	..	..	..	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines	..	101	101	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto axles	8	..	8	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	44	..	44	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	5	..	5	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	7	..	7	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	5	..	5	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	1	..	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	1,611	1,611	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line	17	..	17	..	..	..	..	..	1	..	1
(*d*) Trains running through gates at level-crossings	4	..	4	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	108	1,726	1,834	..	..	..	..	..	1	..	1

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, or injured in each class of accident.

TOTAL CLASS I RAILWAYS.												
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
6	8	14	108	123	2	10	1	3	111	136	1	
15	23	38	2	11	10	13	..	..	12	24	2	
8	7	15	..	10	..	9	..	1	..	20	3	
14	253	267	..	..	9	25	..	..	9	25	4	
1	60	61	..	..	..	4	..	..	..	4	5	
2	67	69	..	..	1	10	1	..	2	10	6	
14	10	24	..	..	..	..	..	..	..	..	7 (*a*)	
61	120	181	2	29	..	11	..	..	2	40	(*b*)	
4	915	919	..	..	..	12	..	..	..	12	8 (*a*)	
17	2,870	2,887	..	..	1	8	..	..	1	8	(*b*)	
..	..	..	..	..	..	..	..	..	..	..	9 (*a*)	
..	207	207	..	..	..	..	..	..	..	..	(*b*)	
..	1,698	1,698	..	..	..	..	..	..	..	..	(*c*)	
..	9	9	..	..	..	..	..	..	..	..	(*d*)	
1	16	17	..	..	..	1	..	..	..	1	(*e*)	
12	142	154	..	..	..	9	..	..	..	9	(*f*)	
..	18	18	..	..	..	..	..	..	..	..	(*g*)	
50	2,941	2,991	..	..	2	14	..	..	2	14	(*h*)	
5	280	285	..	..	..	..	..	..	..	..	10 (*a*)	
..	5	5	..	..	..	..	..	..	..	..	(*b*)	
49	71	120	..	..	1	..	..	..	1	..	(*c*)	
25	34	59	..	..	1	5	..	..	1	5	(*d*)	
14	276	290	4	4	..	6	3	3	7	13	11 (*a*)	
1	63	64	..	..	2	1	1	1	3	2	(*b*)	
..	72	72	..	..	..	1	..	..	..	1	12 (*a*)	
6	7,838	7,844	..	..	..	..	..	..	..	..	(*b*)	
64	169	233	..	..	2	4	8	21	10	25	(*c*)	
4	21	25	..	..	..	..	1	1	..	1	(*d*)	
6	434	440	..	8	3	21	1	2	4	31	(*e*)	
379	18,627	19,006	116	185	34	164	15	32	165	381	Total	

Number of accidents to trains, rolling stock, permanent-way, etc., during the year 1924-25 on all railways
railway servants and other persons, killed or

Class of accident.	Barsi Light.			Bengal Dooars.			Bhavnagar State.			Bikaneer State.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	1	1	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	1	3	4
7. Derailments of passenger trains—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	1	1	..	1	1	..	..	..
(*b*) Other causes	..	..	..	..	..	..	..	1	1	5	1	6
8. Other derailments—												
(*a*) Due to trains run ing in the wrong direction through points.	..	..	..	..	..	..	..	3	3	..	..	..
(*b*) Other causes	..	..	..	..	2	2	..	1	2	2	10	12
9. Accidents due to failures of engines and rolling-stock—												
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines.	..	..	..	..	..	..	..	2	2	..	17	17
(*c*) The failure of machinery, springs, etc., of engines.	..	..	..	..	4	4	..	11	11	..	18	18
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	..	1	1	..	1	1
(*f*) Ditto axles	..	..	..	..	..	..	..	..	..	..	1	1
(*g*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	1	1
(*h*) Ditto couplings	..	..	..	..	2	2	1	..	..	..	6	6
10. Accidents due to failure of permanent-way, etc.—												
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	5	5
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	..	..	..	..	2	2	..	..	..	1	..	1
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	1	1	..	1	1
11. Accidents due to fire—												
(*a*) Fire in trains	..	..	..	..	1	1	..	..	..	2	..	2
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	1	1
12. Other accidents—												
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	2	2
(*b*) Trains running over cattle on the line.	..	16	16	..	3	3	..	42	42	..	130	130
(*c*) Trains running over obstructions on the line.	..	..	..	..	2	2	..	7	7	..	..	..
(*d*) Trains running through gates at level-crossings.	..	..	..	..	..	..	..	..	..	..	1	1
(*e*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	15	15
Total	..	16	16	..	18	18	1	70	71	11	213	224

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, injured in each class of accident.

DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GONDAL.			JUNAGAD STATE.			No. of Heading.
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
															7
1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
75	4	79	..	1	1	..	16	16	..	..	..	..	..	..	(*b*)
															8
..	2	2	..	..	..	9	12	21	..	..	..	..	3	3	(*a*)
4	89	93	..	3	3	..	..	..	1	..	1	..	1	1	(*b*)
															9
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	3	3	..	14	14	..	1	1	2	..	2	..	3	3	(*b*)
..	8	8	..	7	7	..	4	4	16	..	16	..	5		(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
1	2	3	..	..	..	1	2	3	..	..	..	..	..	..	(*e*)
5	..	5	..	..	..	..	..	..	..	..	..	..	..	..	(*f*)
3	8	11	..	..	..	..	..	..	..	..	..	..	..	..	(*g*)
..	..	..	..	24	24	..	17	17	..	..	..	..	..	..	(*h*)
															10
3	..	3	..	..	..	..	..	..	2	..	2	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	1	1	..	..	..	1	1	2	2	..	2	1	..	1	(*c*)
4	8	12	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
															11
..	..	..	..	..	..	..	3	3	..	..	..	..	..	..	(*a*)
1	..	1	..	..	..	..	2	2	..	..	..	1	..	1	(*b*)
															12
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	4	4	..	30	30	..	13	13	24	..	24	..	5	5	(*b*)
6	..	6	..	1	1	3	2	5	..	..	..	..	1	1	(*c*)
..	..	..	..	1	1	..	..	..	1	..	1	..	..	..	(*d*)
1	1	2	..	..	..	..	12	12	..	..	..	..	1	1	(*e*)
104	130	234	..	81	81	14	89	103	48	..	48	2	19	21	Total

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways
railway servants and other persons killed

Class of accident.	Morvi.			Mysore Railways.			Total Class II Railways.						
										Passengers.		*Railway servants.*	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	1	1	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	2	2	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidingsat too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	2	2	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	1	3	4	..	..	..	..
7. Derailments of passenger trains—													
(*a*) Due to trains running in the wrong direction through points.	..	1	1	1	..	1	2	3	5	..	..	..	..
(*b*) Other causes	..	..	..	2	..	2	82	23	105	..	..	..	..
8. Other derailments—													
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	9	20	29	..	..	..	..
(*b*) Other causes	..	2	2	1	1	2	9	109	118	..	6	1	3
9. Accidents due to failures of engines and rolling-stock—													
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines	..	4	4	..	13	13	2	57	59	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines.	..	2	2	..	40	40	16	99	115	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	2	6	8	..	..	..	..
(*f*) Ditto axles	..	..	..	..	2	2	5	3	8	..	..	..	..
(*g*) Ditto brake apparatus	..	..	..	..	..	..	3	9	12	..	..	..	..
(*h*) Ditto couplings	..	..	..	..	6	6	..	55	55	..	..	..	..
10. Accidents due to failure of permanent-way etc.—													
(*a*) Broken rails	..	..	..	..	..	..	5	5	10	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	..	..	..	5	..	5	10	4	14	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	1	1	4	11	15	..	..	..	..
11. Accidents due to fire—													
(*a*) Fire in trains	..	..	..	..	..	..	2	4	6	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	1	..	1	3	3	6	..	..	..	..
12. Other accidents—													
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	3	3	..	..	..	..
(*b*) Trains running over cattle on the line	..	23	23	..	117	117	24	383	407	..	..	..	..
(*c*) Trains running over obstructions on the line.	..	4	4	..	1	1	9	18	27	..	2	..	..
(*d*) Trains running through gates at level crossings.	..	..	..	1	..	1	2	2	4	..	2	..	..
(*e*) Miscellaneous	..	1	1	..	1	1	1	31	32	..	..	..	..
Total	..	38	38	11	182	193	191	856	1,047	..	10	1	3

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, or injured in each class of accident.

TOTAL CLASS III RAILWAYS.														
Other persons.		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	7	2	9	..	8	..	..	..	..	..	8	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	53	33	86	1	2	..	..	..	..	1	2	(*b*)
..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	8 (*a*)
..	..	1	9	12	41	53	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)
..	..	..	..	1	9	10	..	..	1	..	..	..	1	..	(*b*)
..	..	..	..	1	65	66	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	8	8	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	(*g*)
..	..	..	..	3	31	34	..	..	..	..	..	..	..	..	(*h*)
..	..	..	..	1	2	3	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	5	2	7	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
1	..	1	..	..	2	2	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	..	3	96	99	..	..	..	..	..	..	..	..	(*b*)
1	1	1	3	9	18	27	..	..	..	..	..	..	..	..	(*c*)
..	..	..	2	..	2	2	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	10	5	15	..	1	..	1	2	1	2	3	(*e*)
2	1	3	14	107	326	433	1	11	1	1	2	1	4	15	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the years 1923-24 and 1924-25 passengers, railway servants and other persons, killed

Class of accident.	TOTAL ALL RAILWAYS.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.			
							Killed.		Injured.	
	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25.	1923-24.	1924-25.
1. Collisions between passenger trains or parts of passenger trains.	3	6	5	9	8	15	..	103	20	123
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	32	22	32	27	64	49	27	2	63	19
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	3	8	7	7	10	15	3	..	26	10
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line,	10	14	231	253	241	267	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	1	48	62	49	63	..	..	..	..
6. Collisions between light engines	8	3	48	70	56	73	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	14	16	19	16	33	32	1	..	1	..
(b) Other causes	142	196	171	176	313	372	29	3	59	31
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	9	13	258	940	267	953	..	..	..	..
(b) Other causes	38	38	3,238	3,020	3,276	3,058	..	..	1	6
9. Accidents due to failures of engines and rolling-stock—										
(a) The bursting of boilers of engines	1	..	11	..	12	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	—	3	352	273	352	276	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	1	17	1,749	1,862	1,750	1,879	..	..	..	..
(d) The failure of tyres	1	..	13	9	14	9	..	..	..	..
(e) Ditto wheels	1	3	15	22	16	25	..	..	..	..
(f) Ditto axles	22	17	134	15	156	170	..	..	..	..
(g) Ditto brake apparatus	10	3	32	29	42	32	..	..	..	..
(h) Ditto couplings	67	53	2,597	3,027	2,664	3,080	..	..	27	..
10. Accidents due to failure of permanent-way, etc.—										
(a) Broken rails	10	11	346	287	356	298	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	2	1	2	5	4	6	..	..	..	..
(c) The flooding of portions of permanent-way.	23	64	89	77	112	141	..	..	..	..
(d) Slips in cuttings or embankments	12	30	57	45	69	75	..	..	..	..
11. Accidents due to fire—										
(a) Fire in trains	22	16	311	280	333	296	..	4	4	4
(b) Fire at stations, or involving injury to bridges or viaducts.	2	4	52	68	54	72	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	1	..	68	75	69	75	..	..	..	..
(b) Trains running over cattle on the line	12	33	8,737	8,317	8,749	8,350	..	..	..	..
(c) Trains running over obstructions on the line.	70	82	189	205	259	287	..	..	..	2
(d) Trains running through gates at level crossings.	3	6	31	25	34	31	..	..	3	2
(e) Miscellaneous	18	17	440	470	458	487	3	..	10	9
Total	538	677	19,232	19,809	19,820	20,486	63	117	214	206

DIX D. (*iii*)—*concld.*

on all railways open for traffic, distinguishing between the different classes of accidents and the number of or injured in each class of accident.

TOTAL ALL RAILWAYS.												
Railway servants.				*Other persons.*				*Grand Total.*				
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		No. of Heading.
1923-24.	1924-25.	*1923-24.*	1924-25.	*1923-24.*	1924-25.	*1923-24.*	1924-25.	*1923-24.*	1924-25.	*1923-24.*	1924-25.	
..	2	*4*	10	..	1	*1*	3	..	111	*25*	136	1
3	10	*258*	13	..	..	*1*	..	*30*	12	*322*	32	2
1	..	*3*	9	..	..	..	1	*4*	..	*29*	20	3
1	9	*9*	25	..	..	..	..	*1*	9	*9*	25	4
..	..	*3*	4	..	..	..	..	..	..	*3*	4	5
..	1	*13*	10	*1*	1	..	..	*1*	2	*13*	10	6
..	..	*11*	..	..	..	..	..	*1*	..	*12*	..	7 (*a*)
4	..	*25*	11	*2*	..	..	..	*35*	3	*84*	42	(*b*)
2	..	*4*	12	..	..	..	..	*2*	..	*4*	12	8 (*a*)
..	2	*3*	11	*7*	..	..	..	*7*	2	*4*	17	(*b*)
												9
7	..	*11*	..	..	..	..	..	*7*	..	*11*	..	(*a*)
..	1	*2*	..	..	..	..	..	..	1	*2*	..	(*b*)
..	..	*1*	..	..	..	..	..	..	..	*1*	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	1	..	..	..	..	..	..	..	1	(*e*)
..	..	*1*	9	..	..	..	..	..	..	*1*	9	(*f*)
..	..	*1*	..	..	..	..	..	..	..	*1*	..	(*g*)
..	2	*3*	14	..	..	..	..	..	2	*30*	14	(*h*)
												10
..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	1	..	..	*10*	..	..	..	*10*	1	..	..	(*c*)
..	1	..	5	..	..	..	..	..	1	..	5	(*d*)
												11
..	..	*1*	6	..	3	..	3	..	7	*5*	13	(*a*)
..	2	*2*	1	*2*	2	*1*	1	*2*	4	*3*	2	(*b*)
												12
..	..	..	1	..	..	..	..	..	..	..	1	(*a*)
..	..	..	..	*28*	..	*6*	..	*28*	..	*6*	..	(*b*)
1	2	*4*	4	*9*	9	*21*	22	*10*	11	*25*	28	(*c*)
..	..	..	..	*3*	..	*4*	1	*3*	..	*7*	3	(*d*)
2	3	*15*	22	*3*	3	*5*	3	*8*	6	*30*	34	(*e*)
21	36	*374*	168	*65*	19	*39*	34	*149*	172	*627*	408	Total

Number of persons killed or injured during the year 1924-25 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at stations.	..	3	2	..	1	..	3	3	..	..	..	..	..	..	..	..
2. By being struck by barrows, by falling over packages, etc., on platform.	..	..	..	4	..	..	..	4	..	..	..	..	..	..	..	..
3. From falling off platforms	..	3	..	5	..	..	..	8	..	..	..	..	..	..	..	..
4. Whilst loading, unloading or sheeting wagons.	..	..	5	93	3	8	8	101	..	..	..	..	..	..	..	..
5. Whilst moving or carrying goods at stations, etc.	..	..	..	35	2	3	2	38	..	..	..	..	..	..	..	..
6. Whilst working at cranes or capstans.	..	..	1	13	..	..	1	13	..	..	..	..	..	..	..	..
7. By the falling of wagon doors, lamps, bales of goods, etc.	..	..	3	39	..	7	3	46	..	..	..	..	..	..	..	..
8. From falling off, or when getting on or off, stationary engines or vehicles.	2	1	2	15	..	1	4	17	..	..	..	..	..	..	..	..
9. From falling off platforms, ladders, scaffolds, etc.	..	..	5	40	3	4	8	44	..	..	..	..	..	..	..	..
10. By stumbling whilst walking on the line or platforms.	2	5	1	14	7	6	10	25	..	..	..	2	..	..	..	2
11. Whilst attending to stationary engines in sheds.	..	..	2	103	..	..	2	103	..	..	..	2	..	..	..	2
12. By being trampled on or kicked by horses.	..	3	..	1	..	2	..	6	..	..	..	..	..	..	..	..
13. Whilst working on the line or in sidings.	..	..	2	53	2	4	4	57	..	..	..	3	..	..	..	3
14. Miscellaneous	2	2	21	170	8	24	31	196	..	3	..	5	..	..	..	8
TOTAL ..	6	17	44	585	26	59	76	661	..	3	..	1	..	..	..	15

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.							
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
..	..	..	..	..	..	..	..	..	3	2	..	1	..	3	3
..	..	..	..	..	..	..	..	..	..	..	4	..	..	..	4
..	..	..	..	..	..	..	..	..	3	..	5	..	..	..	8
..	..	..	..	..	..	..	..	..	..	5	93	3	8	8	101
..	..	..	1	..	..	..	1	..	..	..	36	2	3	2	39
..	..	..	..	..	..	..	..	..	..	1	13	..	..	1	13
..	..	..	..	..	..	..	..	..	..	3	39	..	7	3	46
..	..	..	..	..	..	..	..	2	1	2	15	..	1	4	17
..	..	..	..	..	..	..	..	..	..	5	40	3	4	8	44
..	..	..	..	..	..	..	..	2	5	1	16	7	6	10	27
..	..	..	..	..	..	..	..	..	..	2	105	..	..	2	105
..	..	..	..	..	..	..	..	..	3	..	1	..	2	..	6
..	..	..	1	..	..	..	1	..	..	2	57	2	4	4	61
..	1	..	1	..	..	..	2	2	6	21	176	8	24	31	206
..	1	..	3	..	..	..	4	6	21	44	600	26	50	76	680

Accidents to railway servants on Class I Railways during the year 1924-25 caused by the movements primary

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
Assam-Bengal	1	33·33	4	80·00	2	66·67	..	..	..	..	1	20·00
Bengal and North-Western ..	..	..	6	60·00	1	20·00	..	..	4	80·00	4	40·00
Bengal-Nagpur	..	..	85	100·00	12	100·00	..	..	..	..	..	..
Bombay, Baroda and Central India.	24	46·16	44	62·85	27	51·92	25	35·71	1	1·92	1	1·43
Burma	19	86·36	28	73·68	3	13·64	10	26·32	..	..	..	..
Eastern Bengal	..	..	1	3·85	24	96·00	23	88·46	1	4·00	2	7·69
East Indian	49	66·22	83	70·94	25	33·78	21	17·95	..	..	13	11·11
Great Indian Peninsula ..	42	54·55	68	73·12	35	45·45	23	24·73	..	..	2	2·15
Jodhpur	2	100·00	8	53·33	..	..	3	20·00	..	..	3	20·00
Madras and Southern Mahratta	6	50·00	56	70·00	6	50·00	20	25·00	..	..	4	5·00
Nizam's Guaranteed State ..	4	80·00	4	21·05	1	20·00	15	78·95	..	..	..	..
North Western ..	63	92·65	87	86·14	3	4·41	4	3·96	1	1·47	8	7·92
Oudh and Rohilkhand ..	5	45·46	5	71·43	5	45·45	1	14·28	..	..	..	..
Rohilkund and Kumaon ..	2	100·00	..	..	..	..	3	100·00	..	..	..	..
South Indian	..	..	5	22·73	4	100·00	17	77·27	..	..	..	..
TOTAL ..	217	58·02	484	70·04	148	39·57	165	23·88	7	1·87	38	5·50

DIX D (*v*).

of trains and railway vehicles exclusive of train, etc., accidents classified in respect of causes.

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway system.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Injured.	
..	..	..	..	..	..	..	..	3	5	Assam-Bengal.
..	..	..	..	..	..	..	..	5	10	Bengal and North-Western.
..	..	..	..	..	..	..	..	12	85	Bengal-Nagpur.
..	..	..	..	..	..	..	..	52	70	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	22	38	Burma.
..	..	..	..	..	..	..	..	25	26	Eastern Bengal.
..	..	..	..	..	..	..	..	74	117	East Indian.
..	..	..	..	..	..	..	..	77	93	Great Indian Peninsula.
..	..	1	6·67	..	..	..	..	2	15	Jodhpur.
..	..	..	..	..	..	..	..	12	80	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	5	19	Nizam's Guaranteed State.
..	..	..	..	1	1·47	2	1·98	68	101	North Western.
1	9·09	1	14·29	..	..	..	..	11	7	Oudh and Rohilkhand.
..	..	..	..	..	..	..	..	2	3	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	4	22	South Indian.
1	0·27	2	0·29	1	0·27	2	0·29	374	691	Total.

Rolling-stock fitted with automatic brakes, vehicles lighted by gas or electricity and lower class carriages

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake-vans used exclusively on passenger service.)			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks.)		
		Total number on the line.	Percentage of number fitted with automatic brakes on the total number on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3¾″	165	97·0	585	98·1	1·88	5,237	83·3	4·56
Bengal & North-Western	3′ 3¾″	354	52·5	1,243	60·9	17·30	10,630	1·1	0·40
Bengal Nagpur	5′ 6″	684	89·8	1,185	97·0	2·95	22,673	65·3	7·23
	2′ 6″	133	82·7	417	86·8	*Nil*	1,661	88·4	0·12
Bombay, Baroda and Central India.	5′ 6″	451	95·1	1,017	100·0	*Nil*	10,819	73·6	12·17
	3′ 3¾″	513	96·3	1,777	99·9	0·06	9,352	10·5	0·28
	2′ 6″	19	*Nil*	57	*Nil*	*Nil*	259	*Nil*	*Nil*
Burma	3′ 3¾″	364	81·6	1,175	67·9	5·02	9,333	33·9	0·18
Eastern Bengal	5′ 6″	294	88·8	810	96·9	3·00	8,698	44·6	25·80
	3′ 3¾″	236	100·0	1,049	84·1	15·40	5,188	12·1	1·52
	2′ 6″	10	*Nil*	69	*Nil*	*Nil*	95	*Nil*	*Nil*
East Indian	5′ 6″	1,349	95·0	2,495	94·7	2·48	44,998	65·9	13·70
Great Indian Peninsula	5′ 6″	1,313	98·4	2,557	100·0	*Nil*	20,567	70·5	21·70
	2′ 6″	15	*Nil*	47	*Nil*	*Nil*	182	*Nil*	*Nil*
Jodhpur	3′ 3¾″	100	22·0	231	16·0	25·1	2,232	*Nil*	*Nil*
	2′ 0″	2	*Nil*	5	*Nil*	*Nil*	10	*Nil*	*Nil*
Madras and Southern Mahratta.	5′ 6″	300	95·7	956	98·5	1·05	5,866	72·7	27·30
	3′ 3¾″	352	54·0	1,145	68·7	8·20	6,944	4·4	5·43
Nizam's Guaranteed State.	5′ 6″	81	85·2	178	98·9	1·12	2,091	48·7	46·60
	3′ 3¾″	82	72·0	199	99·5	*Nil*	1,209	18·9	0·83
North Western	5′ 6″	1,607	99·6	3,453	99·1	0·90	29,314	87·8	9·20
	2′ 6″	100	78·0	294	62·6	*Nil*	757	62·3	1·45
Oudh and Rohilkhand	5′ 6″	318	99·7	1,169	98·5	1·45	8,674	58·6	26·00
Rohilkund & Kumaon	3′ 3¾″	75	64·0	239	43·5	28·00	2,525	0·7	0·04
South Indian	5′ 6″	152	94·1	379	100·0	*Nil*	2,081	79·4	8·02
	3′ 3¾″	419	98·0	1,576	71·7	5·14	5,194	4·9	4·41
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	16	100·0	49	100·0	*Nil*	200	36·0	64·0
Bengal Dooars	3′ 2¾″	16	37·5	63	19·0	27·10	452	0·2	*Nil*
Bhavnagar State	3′ 3¾″	27	63·0	143	55·2	44·8	595	*Nil*	1·34
Bikaner State	3′ 3¾″	52	32·7	159	2·5	20·12	1,053	*Nil*	*Nil*
Darjeeling Himalayan	2′ 0″	29	3·4	*133	*Nil*	*Nil*	†472	*Nil*	*Nil*
Dibru Sadiya	3′ 3¾″	26	84·6	50	74·0	18·00	1,519	24·6	46·6
Gaekwar's Baroda State	2′ 6″	32	*Nil*	130	0·8	*Nil*	694	*Nil*	*Nil*
Gondal	3′ 3¾″	20	60·0	101	49·5	41·60	302	*Nil*	1·32
Junagad State	3′ 3¾″	18	55·6	81	63·0	24·70	313	*Nil*	2·56
Morvi	3′ 3¾″	18	66·6	75	68·0	32·00	212	0·94	*Nil*
Mysore	3′ 3¾″	27	77·8	139	73·4	3·60	377	28·9	6·10
	2′ 6″	10	30·0	23	*Nil*	*Nil*	85	*Nil*	*Nil*

*Excludes 6 vehicles used indiscriminately on passenger and goods service.
†Includes 6 vehicles used indiscriminately on passenger and goods service.

DIX E

provided with latrine accommodation on the 31st March 1925.

Vehicles fitted for lighting with gas or electricity.			*Lower class carriages provided with latrine accommodation for passengers.*				*Percentage of vehicles provided with latrine accommodation on the total number in each case.*			
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity. on total.	Intermediate class.	Third class.	Composites containing intermediate or third class accommodation.	Total.	Intermediate class.	Third class.	Composites containing intermediate or third class accommodation.	Total.
11	12	13	14	15	16	17	18	19	20	21
583	54·2	44·9	*Nil*	197	25	222	*Nil*	92·9	100·0	93·7
1,518	*Nil*	96·2	54	333	73	460	100·0	36·0	100·0	43·8
1,063	71·6	28·4	63	390	114	567	100·0	72·8	62·6	72·6
369	79·1	20·9	11	182	39	232	100·0	80·2	50·0	73·4
748	63·1	36·9	*Nil*	323	105	428	*Nil*	81·6	68·2	77·8
1,660	*Nil*	97·5	14	736	181	931	100·0	73·7	91·9	76·9
42	*Nil*	*Nil*	*Nil*	25	14	39	*Nil.*	62·5	100·0	72·2
686	*Nil*	97·8	*Nil*	407	159	566	*Nil*	73·3	68·5	71·9
755	37·5	52·1	14	168	138	320	87·5	81·6	65·7	74·1
944	56·0	40·1	32	371	182	585	100·0	99·7	100·0	99·8
69	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil.*	*Nil*	*Nil*	*Nil*
2,246	56·5	36·0	85	620	381	1,086	93·4	59·0	88·6	69·1
2,067	65·2	34·8	1	541	253	795	100·0	65·7	86·6	71·2
45	100·0	*Nil*	*Nil*	24	18	42	*Nil*	92·3	100·0	95·5
271	*Nil*	83·0	22	73	39	134	100·0	100·0	100·0	100·0
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil.*	*Nil*	*Nil.*	*Nil*
1,200	78·8	21·2	3	353	151	507	100·0	84·2	78·6	82·6
1,296	93·9	6·1	*Nil*	508	235	743	*Nil*	93·2	77·8	87·8
148	72·3	27·7	*Nil*	56	13	69	*Nil*	100·0	86·7	97·2
183	80·9	10·9	*Nil*	84	22	106	*Nil*	93·3	100·0	94·6
2,985	61·7	38·3	88	1,094	619	1,801	100·0	100·0	100·0	100·0
282	*Nil*	61·3	8	94	42	144	88·8	64·4	82·3	70·4
1,222	51·7	36·0	39	399	150	588	100·0	92·1	98·0	94·1
262	*Nil*	89·0	3	63	37	103	100·0	50·0	92·5	60·6
210	*Nil*	91·4	*Nil*	110	59	169	*Nil*	65·9	88·0	72·2
1,140	*Nil*	91·2	*Nil*	514	98	612	*Nil*	54·3	40·3	51·4
35	*Nil*	*Nil*	*Nil*	8	17	25	*Nil*	44·4	100·0	71·4
179	*Nil*	100·0	*Nil*	7	*Nil*	7	*Nil*	20·6	*Nil*	20·0
57	*Nil*	100·0	2	14	8	24	100·0	46·7	100·0	60·0
134	*Nil*	86·6	*Nil*	63	2	65	*Nil*	84·0	33·3	80·2
159	*Nil*	98·7	3	77	12	92	100·0	100·0	100·0	100·0
83	*Nil*	94·0	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
50	*Nil*	92·0	11	14	12	37	100·0	66·7	100·0	84·0
82	*Nil*	51·2	*Nil*	38	14	52	*Nil*	39·6	100·0	47·3
102	*Nil*	100·0	*Nil*	53	3	56	*Nil*	96·3	60·0	93·3
76	*Nil*	86·8	*Nil*	26	4	30	*Nil*	83·9	40·0	73·2
77	*Nil*	100·0	*Nil*	38	7	45	*Nil*	100·0	100·0	100·0
139	38·1	48·9	*Nil*	80	11	91	*Nil*	78·4	100·0	80·5
23	*Nil*	100·0	*Nil*	18	*Nil*	18	*Nil*	100·0	*Nil*	100·0

APPENDIX F.

Statement showing the cost of the Police Force employed on railways during the year 1924-25.

Railway System.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per train mile.
1	2	3	4	5	6	7
	Rs.	Rs.	Rs.	Rs.	Rs.	Ps.
Class I.						
Assam-Bengal	39,616	67,627	3,175	1,10,418	105·25	0·04
Bengal and North-Western	30,000	69,528	465	99,993	48·40	0·02
Bengal-Nagpur	72,000	2,42,796	42,258	3,57,054	120·85	0·03
Bombay, Baroda and Central India	1,51,655	5,76,238	59,129	7,87,022	205·84	0·04
Burma	1,28,000	65,786	2,828	1,96,614	110·51	0·27
Eastern Bengal	4,489	1,85,010	2,340	1,91,839	111·41	0·02
East Indian	1,66,590	5,13,311	85,712	7,65,523	273·70	0·03
Great Indian Peninsula	2,42,065	2,68,572	15,187	5,25,824	153·14	0·03
Jodhpur	14,827	10,792	396	26,015	30·32	0·01
Madras and Southern Mahratta	2,06,677	2,04,200	22,442	4,33,319	142·50	0·03
Nizam's Guaranteed State	1,70,338	*	6,613	1,76,951	183·89	0·06
North Western	8,055	7,30,494	3,702	7,42,251	127·36	0·03
Oudh and Rohilkhand	..	1,64,584	19,719	1,84,303	113·73	0·03
Rohilkund and Kumaon	10,000	21,697	†	31,697	55·48	0·03
South Indian	1,55,723	99,850	4,536	2,60,109	138·06	0·03
Total	13,99,945	32,20,485	2,68,502	48,88,932	142·02	0·03
Class II.						
Barsi Light	2,500	4,455	242	7,197	61·17	0·03
Bengal Docars	..	3,857	86	3,943	25·16	0·01
Bhavnagar State	25,397	10,804	†	36,201	128·00	0·05
Bikaner State	1,040	1,688	159	2,887	5·07	0·00
Darjeeling Himalayan	..	1,441	..	1,441	9·84	0·00
Dibru Sadiya	..	4,660	..	4,660	50·92	0·02
Gaekwar's Baroda State	674	8,496	453	9,623	28·38	0·02
Gondal	18,838	7,359	433	26,630	140·40	0·05
Junagad State	6,038	4,000	1,618	11,656	78·70	0·05
Morvi	32,373	2,450	..	34,823	387·91	0·13
Mysore‡	..	..	..	24,962	63·67	0·03
Total	86,860	49,210	2,991	1,64,023	65·03	0·03
Class III, Total	25,549	20,796	680	47,025	32·39	0·02
Grand Total	15,12,354	32,90,491	2,72,173	50,99,980	132·77	0·03

* Included in column 2. †Included under watchmen. ‡ Including the Bangalore-Chik Ballapur Light, Kolar District and Tarikere-Narasimharajapura Light Railways.

M53RAR—1,800—24 11-24—GIPS

Government of India Publications are obtainable from the Government of India Central Publication Branch, Imperial Secretariat Building, 3, Government Place, West, Calcutta and from the following Agents :—

EUROPE.

OFFICE OF THE HIGH COMMISSIONER FOR INDIA,
42, GROSVENOR GARDENS, LONDON, S. W. 1.
And at all Booksellers.

INDIA AND CEYLON.

Provincial Book Depots :

MADRAS :—Office of the Superintendent, Government Press, Mount Road, Madras.

BOMBAY :—Superintendent, Government Book Depôt, Town Hall, Bombay.

SIND :—Library attached to the Office of the Commissioner in Sind, Karachi.

BENGAL :—Office of the Bengal Secretariat Book Depôt, Writers' Buildings, Room No. 1, Ground Floor, Calcutta.

UNITED PROVINCES OF AGRA AND OUDH :—Office of the Superintendent of Government Press, United Provinces of Agra and Oudh, Allahabad.

PUNJAB :—Office of the Superintendent, Government Printing, Punjab, Lahore.

BURMA :—Office of the Superintendent, Government Printing, Burma, Rangoon.

CENTRAL PROVINCES AND BERAR :—Office of the Central Provinces Secretariat, Nagpur.

ASSAM :—Office of the Superintendent, Assam Secretariat Press.

BIHAR AND ORISSA :—Office of the Superintendent, Government Printing, Bihar and Orissa, P. O. Gulzarbag, Patna.

COORG :—Office of the Chief Commissioner of Coorg, Bangalore.

NORTH-WEST FRONTIER PROVINCE :—Office of the Manager, Government Printing and Stationery, Peshawar.

Thacker, Spink & Co., Calcutta and Simla.
W. Newman & Co., Ltd., Calcutta.
R. Cambray & Co., Calcutta.
S. K. Lahiri & Co., Calcutta.
The Indian School Supply Depôt, 309, Bow Bazar Street, Calcutta, and 226, Nawabpur, Dacca.
Butterworth & Co. (India), Ltd., Calcutta.
Rai M. C. Sarcar Bahadur & Sons, 90/2A, Harrison Road, Calcutta.
The Weldon Library, 17, Park Street, Calcutta.
Standard Literature Company, Limited, Calcutta.
Association Press, Calcutta.
Chukervertty, Chatterjee & Co., Ltd., 13, College Square, Calcutta.
The Book Company, Calcutta.
James Murray & Co., 12, Government Place, Calcutta. (For Meteorological Publications only.)
Roy Chaudhury & Co., 68/5, Russa Road, North, Calcutta.
Higginbotham & Co., Madras.
V. Kalyanarama Iyer & Co., Madras.
P. R. Rama Iyer & Co., Madras.
Rochouse and Sons, Madras.
G. A. Nateson & Co., Publishers, George Town, Madras.
The Modern Stores, Salem, Madras.
Bright & Co., Trivandrum.
The Booklover's Resort, Taikad, Trivandrum, South India.
V. S. Swaminathan, Bookseller, West Tower Street, Madura.
E. M. Gopalakrishna Kone, Pudumandapam, Madura.
Vijapur & Co., Vizagapatam.
Thacker & Co., Ltd., Bombay.
D. B. Taraporevala, Sons & Co., Bombay.
Sunder Pandurang, Bombay.
Ram Chandra Govind & Sons, Kalbadevi, Bombay.
N. M. Tripathi & Co., Booksellers, Princess Street, Kalbadevi Road, Bombay.
R. B. Umadikar & Co., The Bharat Book Depôt, Dharwar.
Proprietor, New Kitabkhana, Poona.
The Manager, Oriental Book Supplying Agency, 15, Shukrawar, Poona City.
R. S. Gondhalekar's Book Depôt, Publisher and Bookseller, Budhwar Chawk, Poona City.
Managing Director, Co-operative Bookstall, Booksellers and Publishers, Poona City.
The Standard Bookstall, Karachi, Quetta, Delhi, Murree and Rawalpindi.
The Standard Bookstall, Quetta.
J. Ray & Sons, 43, K. & L., Edwardes Road, Rawalpindi.
The Standard Book Depôt, Lahore, Lucknow, Nainital, Mussoorie, Dalhousie and Amballa Cantonment.
Karsandas Narandas & Sons, Surat.
Mangaldas & Sons, Booksellers and Publishers, Bhaga Talao, Surat.
The Karachi Book Depôt, Karachi.
Mrs. Radhabai Atmaram Sagoon, Kalbadevi Road, Bombay.
A. H. Wheeler & Co., Allahabad, Calcutta and Bombay.
N. B. Mathur, Supdt., Nazir Kanun Hind Press, Allahabad.
The North India Christian Tract and Book Society, 18, Clive Road, Allahabad.
Ram Dayal Agarwala, 184, Katra, Allahabad.
Manager, Newal Kishore Press, Lucknow.
The Upper India Publishing House, Ltd., 41, Aminabad Park, Lucknow.
Munshi Seeta Ram, Managing Proprietor, Indian Army Book Depôt, Juhi, Cawnpore.
Rai Sahib M. Gulab Singh & Sons, Mufid-i-Am Press, Lahore and Allahabad.
Rama Krishna & Sons, Booksellers, Anarkali, Lahore.
Puri Brothers, Booksellers and Publishers, Katcheri Road, Lahore.
The Tilak School Bookshop, Lahore.
The Standard Bookstall, Lahore.
Manager of the Imperial Book Depôt, 63, Chandney Chowk Street, Delhi.
Oxford Book and Stationery Company, Delhi.
Supdt., American Baptist Mission Press, Rangoon.
Proprietor, Rangoon Times Press, Rangoon.
The Modern Publishing House, Ltd., 30, Phayre Street, Rangoon.
The International Buddhist Book Depôt, Post Box No. 971, Rangoon.
Burma Book Club, Ltd., Rangoon.
Manager, the "Hitavada," Nagpur.
Bhisey Brothers, Booksellers and Stationers, Sitabaldi, Nagpur.
S. C. Talukdar, Proprietor, Students & Co., Cooch Behar.
Times of Ceylon Co., Ltd.
The Manager, Ceylon Observer, Colombo.
The Manager, The Indian Book Shop, Benares City.
B. C. Basak, Esq., Proprietor, Albert Library, Dacca.
The Srivilliputtur Co-operative Trading Union, Ltd., Srivilliputtur (Satur S. I. R.).
Banwari Lal, Esq., Pakariya Street, Pilibhit, United Provinces.
The Manager, Educational Book Depôt, Jubbulpore.
Raghunath Prasad & Sons, Patna City.
Dandekar Brothers, Indore City.
The Hyderabad Book Depôt, Chaderghat, Hyderabad (Deccan).

Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 5-4-0 or 8*s*. 9*d*. Volume II, Rs. 4-12-0 or 8*s*.

(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Re. 1.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1923. Published quinquennially. Price Rs. 5-12-0.

(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.

(5) Pocket edition of the schedule of dimensions to be observed on 5′ 6″ and 3′ 3⅜″ and 2′ 6″ gauge railways in India, 1922, Rs. 1-8-0 for the 5′ 6″ and 3′ 3⅜″ gauge edition and Re. 1-0-0 for the 2′ 6″ gauge edition.

(6) Preliminary Abstract of Statistics of Indian Railways. Published yearly. Price Rs. 1-4-0 or 2*s*.

(7) Railway Statistics—Class I Indian Railways. Published monthly. Price Rs. 1-6-0 or 2*s*. 2*d*.

TECHNICAL PAPERS.

(8) Over 200 papers have been published by the Technical Section of the Railway Board's office. The papers comprise:—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Secretary, Railway Board. A few of the more important Technical papers are mentioned below:—

Name.	*Author.*
The design of well foundations for bridges	(Compiled.)
Statistics of railway working expenditure	G. DEUCHARS.
River training and control on the guide bank system	F. J. E. SPRING.
Rules for the preparation of railway projects	.....
How to judge the prospects of new railways	Lt.-Col. L. E. HOPKINS.
The central control systems for the scheduling of operations in locomotive repairs workshops in England . .	H. H. SAUNDERS.
The Hardinge Bridge over the Lower Ganges at Sara	Sir ROBERT GALES.
Technical education in relation to railways in America	H. L. COLE.
Railway Statistics and the Operating Officer	Major F. H. BUDDEN.
Operating Statistics and the Divisional Officer	Major F. H. BUDDEN.

The prices of the papers vary from Annas Two to Rupees Eight.

The books and papers can be bought from the Government of India, Central Publication Branch, Imperial Secretariat Building, 3, Government Place, West, Calcutta.

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

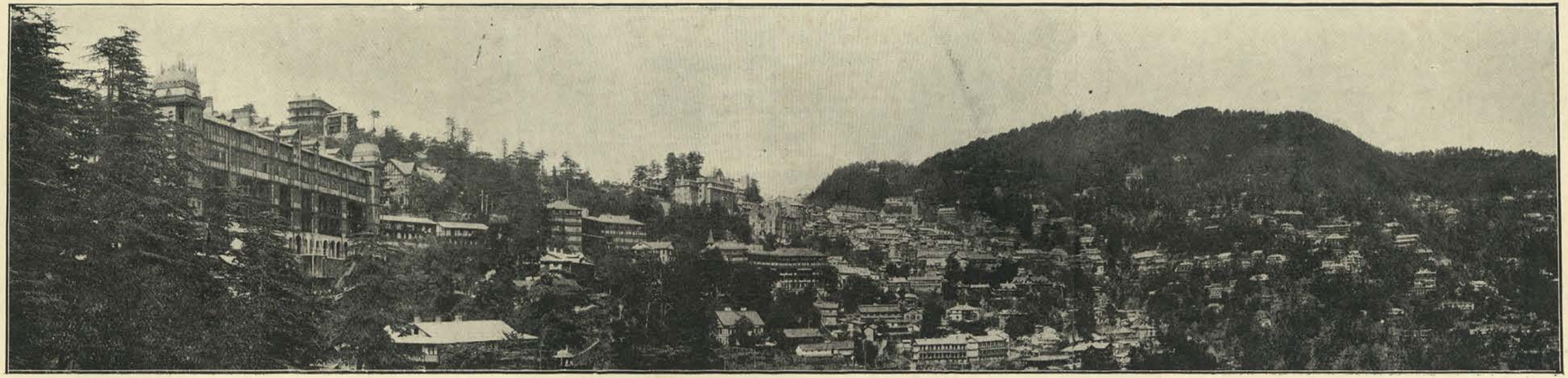
INDIAN RAILWAYS

FOR

1925-26

Volume I

CALCUTTA: GOVERNMENT OF INDIA
CENTRAL PUBLICATION BRANCH
1926



Panoramic view of Simla with Railway Board's office in left foreground.

CONTENTS.

CHAPTER I.—GENERAL ADMINISTRATION.

		Page.
1.	General review	1
2.	Termination of the contract with the Great Indian Peninsula Railway and the Amalgamation of East Indian and Oudh and Rohilkhand Railways	1
3.	Powers of the Government of India in Railway Matters	2
4.	Purchase of the Delhi-Umballa-Kalka Railway	2
5.	Separation of Audit and Accounts on Railways	3
6.	Establishment of an experimental Clearing House for Indian Railways	3
7.	Railways and the Legislature	4
8.	Railway Budget	4
9.	Central Advisory Council for Railways	4
10.	Medical and sanitary arrangements on Indian Railways	5
11.	Rates Advisory Committee	5
12.	Standing Finance Committee	6
13.	Meetings with Agents and visits to Local Governments and Railways	6
14.	Indian Railway Conference Association	7

CHAPTER II.—FINANCIAL RESULTS OF THE YEAR'S WORKING.

15.	Trade review	8
16.	Financial results of working	9
17.	Analysis of earnings	17
18.	Passengers travelling without tickets	18
19.	Economies effected during the year	20
20.	Stores balances	20
21.	Compensation claims for goods lost or damaged	21

CHAPTER III.—NEW CONSTRUCTION AND ENGINEERING WORKS.

22.	Capital expenditure	22
23.	Lines opened during 1925-26	23
24.	Lines under construction on 31st March 1926	24
25.	New construction programme	28
26.	Electrification of railways	29
27.	Open line improvements	29
28.	Terminal facilities at Calcutta	33
29.	Terminal facilities at Bombay	33

CHAPTER IV.—TRANSPORTATION AND WORKING.

30.	Operating statistics	35
31.	Running of passenger trains	38
32.	Great Indian Peninsula Electric Service	39
33.	Through-services	39
34.	Working of the wagon pool	39
35.	Coal Department	40

CHAPTER V.—ROLLING STOCK AND MATERIALS.

36.	Additions to equipment	42
37.	Standardisation of equipment	43
38.	Standardisation of Locomotives	43
39.	Standardisation of Rolling Stock	44

	PAGE.
40. Standardisation of Permanent way, Bridgework, Signalling and Interlocking	44
41. Investigation of Sleeper and Timber supply	46
42. State Railways Workshops Committee	46
43. Automatic Centre Buffer Coupler	47
44. Supply of rails and structural steel from indigenous sources	47
45. Bounties for wagons	47
46. Steel coaches	48
47. Electric headlights for locomotives	49
48. Value of railway materials purchased	49

CHAPTER VI.—STAFF.

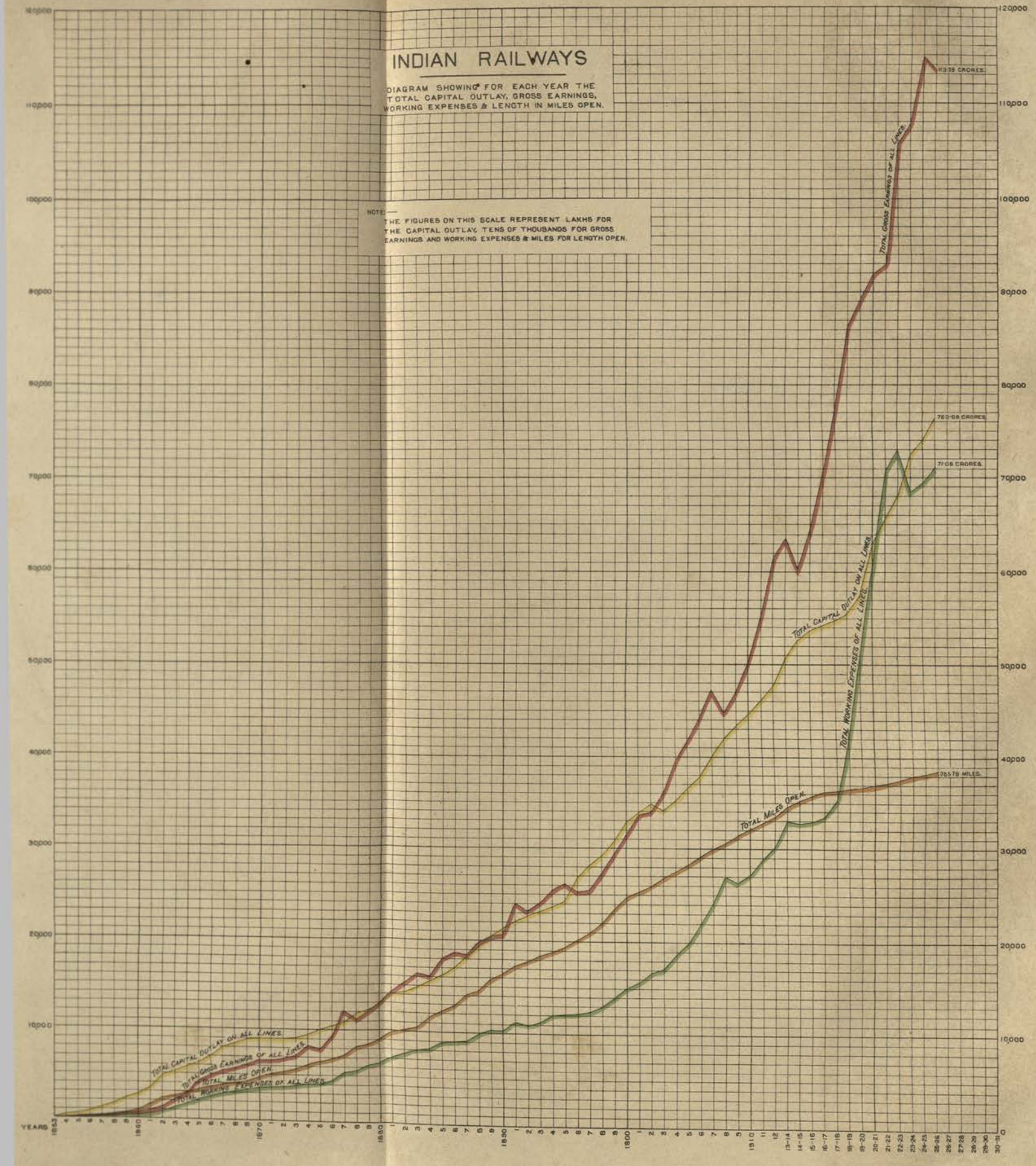
49. Number of staff	51
50. Cost of staff	51
51. Recruitment and training of officers	52
52. Indianisation	53
53. Vacancies among officers and how filled	54
54. Training of staff	55
55. The Madras and Southern Mahratta Railway Block Signalling School	59
56. Strikes	60
57. State Railway Provident Fund	60

CHAPTER VII.—MISCELLANEOUS.

58. Improvements and amenities for the travelling public	61
59. Coupon tickets for mercantile firms	66
60. Flood damages	66
61. Accidents	67
62. "Safety First"	70
63. Visit of the King and Queen of the Belgians	71
64. Local Advisory Committees	71
65. Publicity	72

APPENDICES.

A. List showing Railways in India alphabetically arranged under each gauge according to system of working	75
B. Notes on the relation of the Government to Railways in India	78
C. The organisation for Government control	83
D. Resolution regarding the separation of Railway from General Finances	88
E. Resolution on the subject of the financing of branch lines of railways	90
F. Statements of:—	
(1) Gazetted officers and officers of corresponding rank employed on Class I Railways	94
(2) Subordinates drawing Rs. 250 per mensem and over, etc.	97
G. Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies Railways	100
H. List of officers of the Railway Department (Railway Board)	105


INDIAN RAILWAYS
DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.
NOTE:— THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS AND WORKING EXPENSES & MILES FOR LENGTH OPEN.
TOTAL GROSS EARNINGS OF ALL LINES.
TOTAL CAPITAL OUTLAY ON ALL LINES.
TOTAL WORKING EXPENSES OF ALL LINES.
TOTAL MILES OPEN.
113·39 CRORES.
76·06 CRORES.
71·08 CRORES.
38579 MILES.
YEARS

H.E. 28 1370

Heliozincographed at the Survey of India Office, Calcutta.

CHAPTER I.

GENERAL ADMINISTRATION.

General Review.—This report deals with Indian Railways in the financial year 1925-26. The monsoon, an all important factor in railway working in India, was strong in northern India till August 15th, 1925, when it disappeared entirely from the north-west. It was somewhat weak in the Deccan throughout the season. Over the plains of India as a whole the aggregate rainfall was 4 per cent. below normal. The wheat crop depending very largely on the previous monsoon and winter rains was 10 per cent. below that in the previous year and there was little or no movement for export. This was the main reason for a drop in the goods earnings of the year by nearly 2 crores—a loss which was only partially made good by a general improvement in coaching traffic.

2. Great progress was made during the year in the many schemes of improvement directed towards the better working of traffic and increased capacity of the main trunk lines. The construction of new lines proceeded according to the programme laid down, and about 340 miles were added in the year. The work of surveying new projects and re-examining projects formerly surveyed but not constructed which had commenced in the previous year was continued intensively, and at the close of the year the construction projects in hand or about to be undertaken amounted to nearly 2,500 miles.

3. The following events during the year were perhaps of outstanding public interest. The transfer of the Great Indian Peninsula Railway to State management took place on 1st July 1925 and involved the disappearance of the Company which had managed the railway since 1853 when it opened the first section of railway constructed in India. The amalgamation of the East Indian Railway and Oudh and Rohilkhand Railway on the same date eliminated a long familiar name in Indian Railway History. The formal opening of the Khyber Railway by the Hon'ble Sir Charles Innes, Member of Council for Railways, in the unavoidable absence of His Excellency the Viceroy, took place on 2nd November 1925. The construction of this railway which traverses the ancient trade route through the Khyber Pass presented engineering difficulties of an unusual nature, and its completion within five years of commencement of work was looked upon as a notable achievement.

For the second time since the separation of Railway Finances from the General Finances the Railway Budget was presented to the Legislature in advance of the general budget and was considered and voted on by the Legislative Assembly separately.

A number of delegates from Indian Railways, including official representatives of the Railway Board, attended the International Railway Conference held in London in June 1925.

4. **Termination of the contract with the Great Indian Peninsula Railway and the amalgamation of East Indian and Oudh and Rohilkhand Railways.**—Last year's report mentioned the amalgamation of the East Indian and Oudh and Rohilkhand Railways, the impending termination of the contract with the Great Indian Peninsula Railway Company, and the territorial adjustments which it was then proposed to make in the areas served by the East Indian, the Great Indian Peninsula and the North-Western Railways.

The process of amalgamation of the East Indian and Oudh and Rohilkhand Railways was facilitated by the prior reorganisation of those railways on the Divisional System, a reference to which was made in last year's report. The Oudh and Rohilkhand Railway had been formed into two Divisions which on the amalgamation took their place in the combined system administered from Calcutta along with the four previously constituted East Indian Railway Divisions. In consequence of these arrangements the

amalgamation was carried out smoothly and without any dislocation of the ordinary business of the railway.

Arrangements made in advance in regard to the transfer of the staff and the examination of stores and other details enabled the Great Indian Peninsula Railway to be taken under the direct control of the Railway Board on 1st July 1925 with the same facility as was experienced in the case of the East Indian Railway on 1st January in that year.

Previously on the 1st April 1925 the Delhi-Ghaziabad Section of the East Indian Railway was transferred to the North Western Railway with running powers to Delhi for the East Indian Railway, and the North Western Railway also took over the working agency of the Delhi-Umballa-Kalka Railway. The Naini-Jubbulpore Section of the East Indian Railway was transferred to the Great Indian Peninsula Railway on the 1st October 1925.

As one result of the territorial adjustments referred to above there has been a large reduction in the number of junctions between different railway administrations in the north of India with corresponding economies of time and money in the matter of transfer of traffic and rolling stock from one administration to another. The number of junctions where two or more State-managed railway administrations meet has in fact been reduced from 18 to 7 by these adjustments. Each of the State-managed systems now serves a well defined geographical area, and certain advantages have been obtained in working from the fact that former competitive routes are now controlled by one administration within each area.

5. **Powers of the Government of India in Railway Matters.**—It had, for some time, been generally accepted that existing rules and orders imposed restraints on the powers of the Government of India which hampered them in the efficient management of railways; and both the Acworth and Inchcape Committees expressed their view that a revision of the powers reserved to the Secretary of State in respect of railway management was overdue. On a representation which the Government of India made to him in June 1925 the Secretary of State for India in Council has agreed to a large enhancement of financial powers in railway matters. Perhaps the most noteworthy point in the delegation is that the Government of India can now sanction capital expenditure on new and open lines up to Rs. 150 lakhs instead of Rs. 12½ lakhs on new lines and Rs. 20 lakhs on open lines, as previously. This extension of powers will greatly facilitate the conduct of railway business.

6. **Purchase of the Delhi-Umballa-Kalka Railway.**—During the year negotiations for the purchase of the Delhi-Umballa-Kalka Railway were brought to a successful issue. Under the contract with the Delhi-Umballa-Kalka Railway Company the Delhi-Umballa-Kalka Railway could only be acquired by the Secretary of State (on the 31st December 1926 or on the 31st December of any subsequent tenth year) on payment of a sum equal to twenty-five times fifty per cent. of the average yearly gross earnings of the railway during the five years preceding the purchase. It was obvious that, so long as money could only be borrowed at over 4 per cent., the acquisition of the railway under these conditions could not be financially profitable, while with increasing traffic the loss to the State from working the line for a remuneration much below the present operating cost would be bound to increase. Negotiations were therefore opened with the Board of Directors of the Delhi-Umballa-Kalka Railway Company for the purchase of the railway outside the terms of the contract, and eventually the line was purchased on the 31st March 1926 for a cash payment to the Company of £3,000,000 or about Rs. 4,00,00,000. Had the line been purchased under the terms of the contract the cost would have amounted to Rs. 687 lakhs.

The railway since its construction had been worked by the East Indian Railway Company, and as already stated the working agency was transferred to the North Western Railway at the commencement of the financial year. The purchase did not, therefore, involve any change in the arrangements under which the line was worked.

7. **Separation of Audit and Accounts on Railways.**—In furtherance of one of the proposals on which the Acworth Committee had laid considerable stress, namely that the responsibility for its own accounts should be placed on the Railway Department, the following Resolution was passed by the Legislative Assembly on the 15th September 1925 :—

" This Assembly recommends to the Governor General in Council that with a view to improving the system of audit and accounting on railways, a reorganisation in the direction stated below be introduced forthwith as an experimental measure on the East Indian Railway—

(*a*) The Auditor General shall, in future, be responsible for audit alone. He should no longer be required to maintain the accounts of the railways or to control their accounts staff. Such control should pass, not to the Railway Board as such, but to the Financial Commissioner of Railways. On each railway system the accounting staff will be under the orders of the Financial Commissioner of Railways for the purpose of appointments, promotions, transfers, etc., reporting, however, to the Financial Commissioner any differences that may arise from time to time between himself and the Agent. Such differences shall in due course be made available for inspection by the Standing Finance Committee for Railways.

(*b*) The accounts staff under the Financial Commissioner of Railways shall perform duties practically identical with those hitherto undertaken on State-worked railways by the accounts and audit staff under the Auditor General. Where the latter exercised an audit properly so called, the new agency will conduct an " internal check "; but the nature and extent of the scrutiny will be approximately the same in both cases.

(*c*) The Auditor General shall, in order to enable him to fulfil his statutory responsibilities, be provided with a sufficient staff to make a satisfactory audit of the work of the accounts offices."

This Resolution was accepted by the Governor General in Council and the re-organisation contemplated therein has been introduced on the East Indian Railway with effect from the 1st December 1925 as an experimental measure.

8. **Establishment of an experimental Clearing House for Indian Railways.**—The question of establishing a Clearing House in India in order to simplify the present detailed method of apportionment among individual railways of the earnings from traffic carried over two or more lines has often been canvassed, and the Indian Railway Conference Association has had the matter under consideration at intervals of many years. Amongst the difficulties which had been found to stand in the way of adopting a similar method to that which has been evolved in Great Britain were the great distances of some parts of the railway systems from any centre which could be selected and the varieties in the methods of charging and rating in force on the different railways. The work of simplification of the Tariff has been slow and progress towards the conditions which would permit of the introduction of Clearing House methods as generally understood seemed to be indefinitely delayed. In the year under review however an Audit Officer was placed on special duty to test the practicability of a method, which he himself had suggested, of introducing the Clearing House principles of apportioning through traffic on Indian railways.

In the course of this experiment an entirely new method was evolved which promises to secure the same results as the existing system with a substantial reduction in the cost of clerical establishment. The new method has been put into force in regard to the apportionment of the traffic between two important State-worked railways and will be extended if the results of the experiment justify it.

9. **Railways and the Legislature.**—In the Council of State and the Legislative Assembly continued and lively interest has been shown in the working of railways. Out of 3,836 questions asked 1,022 or over 26 per cent. referred to railway subjects. The progress of Indianisation, the arrangements for recruiting and training employés, matters affecting the well-being of the staff and of lower class passengers, reduction of rates and fares, and the representations of the various communities in the railway services were the main subjects on which information was sought.

10. **Railway Budget.**—In accordance with the procedure which the separation of railway finance from the general finance of the country rendered possible, the railway budget was introduced on the 18th of February 1926, separately from, and in advance of, the general budget. Before presentation to the Legislature, the railway budget was discussed in great detail with the Standing Finance Committee for Railways. In both Houses a separate day was allotted for the general discussion of the railway budget, and in the Assembly 4 days (February 24th to 27th) were set aside for the discussion of the demands for grants.

The budget on the whole was well received. In the course of the discussion on the demands for grants, criticism was mainly directed against the proposal to extend the concessions granted to State Railway Officers in accordance with the recommendations of Lord Lee's Commission to Company-managed railways, the non-appointment of an Indian to the Railway Board, the progress made with the Indianisation of the services, provision of facilities for lower class passengers and the appointment of a Rates Advisory Committee instead of a Rates Tribunal. Among other matters discussed in the course of voting on demands were: grievances of railway employés, further reduction of coal freights, methods of preventing railway accidents, powers of the Public Accounts Committee, the stores purchase policy and claims for loss of or damage to goods.

Among the motions for reduction which were carried, the most important were the motion for omitting the demand for the Railway Board and the motion for reducing the demand for working expenses by Rs. 20 lakhs. The arguments in support of the first motion were based on various grounds, such as, the slow progress of Indianisation, the extension of the Lee Concessions to officers of Company-managed railways, the non-appointment of an Indian to the Railway Board. The second motion was definitely directed against the extension of the concessions referred to above to officers of the Company-managed railways. Both these demands were restored by the Governor General in Council. Many other nominal reductions under various demands were moved to draw attention to particular matters and, apart from those already mentioned, the only other important matter was the demand for a further reduction of third class railway fares.

Only the first 4 of the 15 demands for grants were discussed in detail in the Assembly, the rest being passed without discussion on the last day allotted for discussion of the demands.

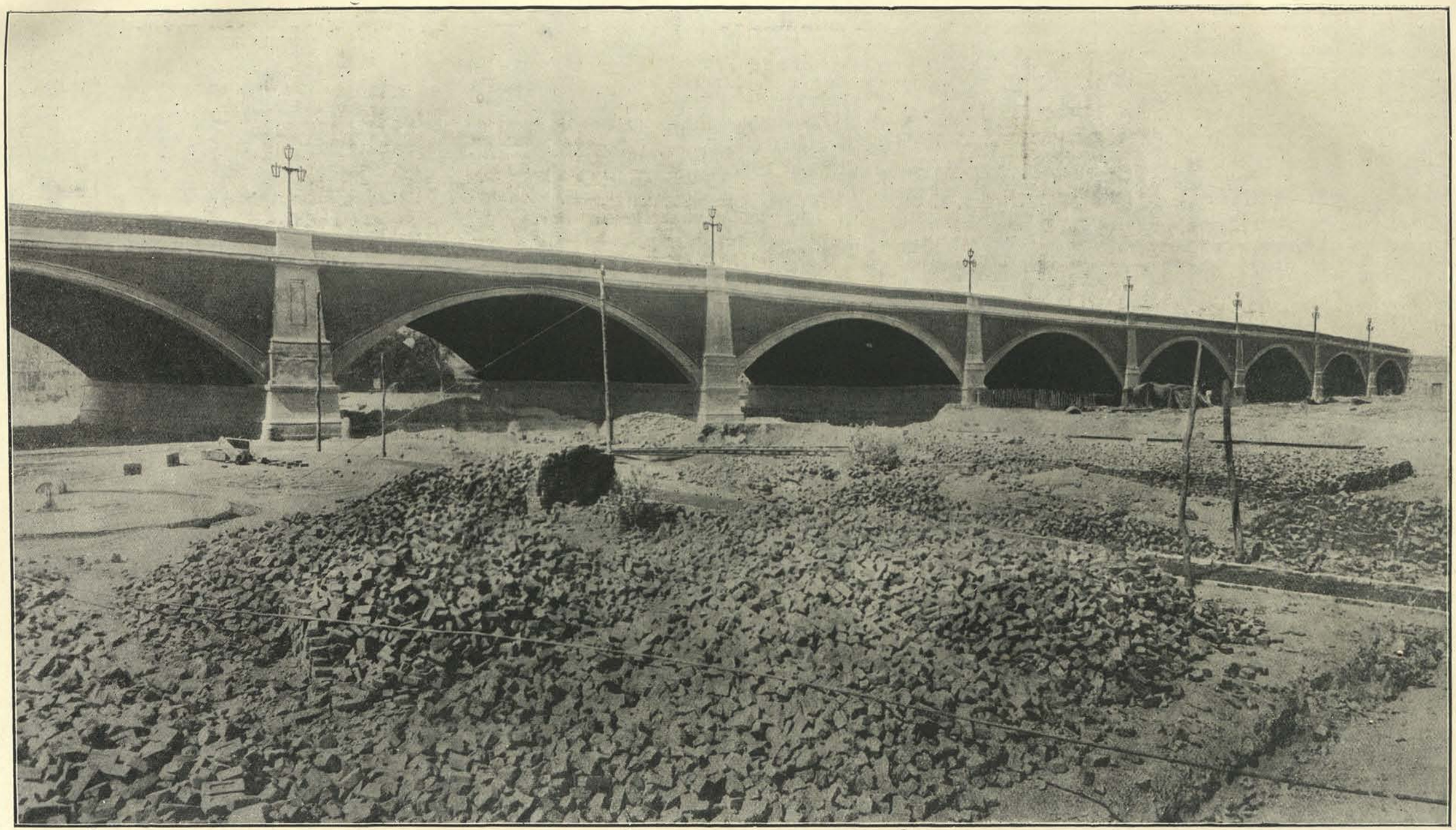
11. **Central Advisory Council for Railways.**—During the year 1925-26 two meetings of the Central Advisory Council were held, one in the Simla Session of the Legislature on the 22nd of August 1925 and the other in the Delhi Session on the 23rd of March 1926.

The August meeting was devoted to a discussion of the Railway Board's scheme on the Recruitment and Training of Railway Officers in India with reference to the following services:—

(*i*) Transportation.
(*ii*) Civil Engineering.
(*iii*) Mechanical Engineering.
(*iv*) Stores.

As a result of that discussion and the subsequent discussion which the Railway Board had with the Agents of State-managed Railways, the scheme

AJMERE GATE ROAD OVERBRIDGE AT DELHI, NORTH WESTERN RAILWAY.



A view of the completed bridge.

was expanded and many of the suggestions made by the Central Advisory Council were incorporated in it. It was submitted to the Secretary of State for his approval in November 1925.

In the March meeting the Central Advisory Council discussed a proposal to revise the State Railway Provident Fund Rules, in accordance with the provisions of the amended Provident Fund Act, relating to the forfeiture of bonus. The revision was agreed to by the Council.

The other subject discussed was that relating to the proposal to amend the Indian Railways Act to make travelling without tickets or with improper tickets a cognizable offence. The Chairman explained to the Members of the Central Advisory Council that in spite of the steps which had been taken to check this evil, over a million passengers had been detected travelling without tickets in the first six months of the year 1925. Various remedial measures were suggested, notably one involving legislation. It was decided however to postpone further consideration till the next meeting of the Council and meanwhile to circulate the suggestions made by Members of the Central Advisory Council to the Railway Administrations for consideration.

12. **Medical and sanitary arrangements on Indian Railways.**—It was mentioned in last year's Report that Colonel Needham, C.I.E., D.S.O., I.M.S., had been placed on special duty to examine the medical and sanitary arrangements on the North Western Railway with a view to placing them on a more efficient basis. He has now completed his investigation and submitted his report. The scheme advocates the creation of a separate medical department for the Railway in place of the present system which is worked through the agency of the Provincial medical organisations. It is under the consideration of the Railway Board.

The question of affording further encouragement to the staff to acquire a knowledge of first-aid and efficiency in ambulance work has been under the consideration of the Railway Board. They appreciate fully the value of such training in the case of railway accidents and the obligation which rests upon railway administrations in their relation with the public and their own staff so to develop their organisations as to ensure that staff trained in such work are available on running trains, at large stations and in workshops. The matter has been referred to the Standing Committee of Railway Medical Officers, a Committee recently established with the object of advising the Railway Board on questions relating to the health of the staff, methods of sanitation, etc., and their recommendations are awaited.

Another matter which is also receiving the attention of the Railway Board is the adoption of a uniform hospital policy on Indian Railways and the expansion of facilities for indoor treatment to railway employés.

13. **Rates Advisory Committee.**—In their terms of reference the Acworth Committee were directed to report *inter alia* " whether the present system of control by Government of rates and fares and the machinery for deciding disputes between Railways and trades are satisfactory, and if not to advise what modifications are desirable." The Committee recommended the establishment of a Rates Tribunal to adjudicate upon disputes between Railways and the public in the matter of rates and fares levied by the former. After careful consideration in consultation with the Central Advisory Council for Railways it has been decided with the sanction of the Secretary of State to set up a Rates Advisory Committee consisting of a President, one Member representative of Commercial interests and one Member representative of Railway interests. The Committee is expected to be able to take up its duties by the beginning of April 1926 and its functions will be to investigate and report to the Government of India on the following subjects:—

(1) Complaints of undue preference [Section 42 (*2*) of the Indian Railways Act 1890].

(2) Complaints that rates are unreasonable in themselves.

(3) Complaints or disputes in respect of terminals (Section 46 of the Railways Act).

(4) The reasonableness or otherwise of any conditions as to the packing of article specially liable to damage in transit or liable to cause damage to other merchandise.

(5) Complaints in respect of conditions as to packing attached to a rate.

(6) Complaints that Railway Companies do not fulfil their obligations to provide reasonable facilities under Section 42 (*3*) of the Indian Railways Act.

14. **Standing Finance Committee.**—The Standing Finance Committee for Railways met 14 times in the course of the year. The first two meetings were held at Bombay on the 29th and 30th June 1925. At these meetings the Committee discussed the question of the re-organisation of audit and accounts on railways, considered the Railway Board's observations on Mr. Rama Ayyangar's articles on railway expenditure, and discussed the question of the adjustments in the accounts to be made in connection with the revaluation of stores.

The next meeting was held at Calcutta on the 20th July 1925 where the Committee considered the rules proposed to be laid down by the Railway Board relating to English grants and the certification of indents for imported stores. They also discussed the cost of the super audit establishment in connection with the re-organisation of audit and accounts, and agreed to the creation of the appointment of Director of Finance on the Railway Board.

The 4th and 5th meetings were held at Simla on the 4th and 11th September 1925. The Committee examined at these meetings proposals for various important items of new construction, such as the electrification of the Great Indian Peninsula Railway, the provision of railway facilities for New Delhi, and the remodelling of the Victoria Terminus. They also considered the proposals of the Railway Board for the reduction in the cost of establishment of the Railway Board.

The Committee met 3 times in November—on the 12th, 13th and 14th—in Calcutta, when they considered certain proposals for new works, in addition to the quinquennial programmes of the more important railways, as also the general question of the programme of capital expenditure and expenditure from the depreciation fund. They also discussed and approved of the proposal to carry out an experiment to ascertain the feasibility of establishing a Clearing House for Indian Railways.

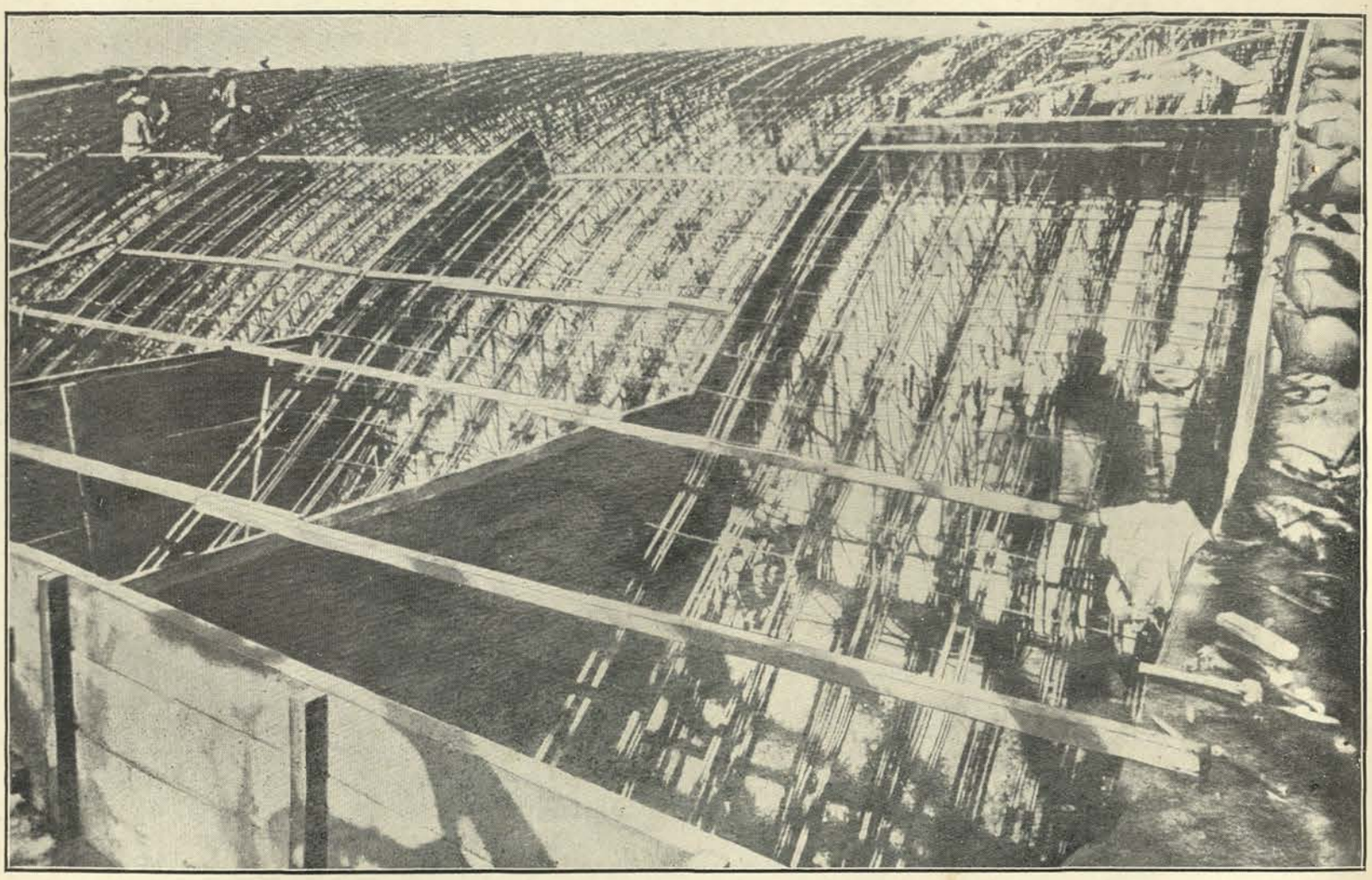
The Committee met next in Bombay on the 7th and 8th December, where they considered the quinquennial programmes of the railways left over from the November meeting, and discussed the introduction of an improved overland mail service between Bombay and Calcutta.

The next meetings of the Committee were in Delhi on the 18th, 19th and 20th January 1926, when they discussed the budget proposals of the Railway Board for the year 1926-27, and the proposals for supplementary grants for the year 1925-26. They also considered the question of the reduction in passenger fares and expressed their gratification at the start that had been made in the reduction of rates and fares.

The last meeting of the Committee during the year 1925-26 was held at Delhi on the 17th February. The questions discussed included the construction of new lines and the purchase and dismantlement of the Arakan Light Railway.

15. **Meetings with Agents and visits to Local Governments and Railways.**—The Railway Board held general meetings in October 1925 and March 1926 with the Agents of the principal railways for the discussion of important subjects. During the year 21 visits were paid either by the Chief Commissioner or a Member of the Board to Local Governments and 51 to Railway headquarters. In addition several Agents paid individual visits to the Railway Board. Close contact has thus been maintained by the Railway Board with the Local Governments, the Railway Administrations and public bodies, such as Chambers of Commerce who are invited beforehand to bring forward matters of interest for discussion. In the course of these visits the

AJMERE GATE ROAD OVERBRIDGE AT DELHI, NORTH WESTERN RAILWAY.



Arch skeleton being divided up into sections by means of wooden bulk heads for convenience of casting.

Chief Commissioner and the Members have travelled on inspection over most of the main lines of the principal railways in company with the Agents and principal officers.

16. **Indian Railway Conference Association.**—At the 1925 session of the Indian Railway Conference Association the question of the future functions and activities of the Association was taken into consideration at the instance of the Railway Board. In a letter to the Association the Railway Board had invited attention to the fact that as a result of the Great Indian Peninsula and East Indian Railways being brought under State management, most of the larger junctions in India would be those between State railways, and that the simplification resulting from the new configuration would eliminate much of the work of the Conference in relation to the State-managed railways. They pointed out further that it was necessary for the State as Owner and Manager of the majority of the broad gauge railways to take direct charge of the standardisation of equipment, such as locomotives, rolling stock, track and bridges, subjects which had been dealt with from time to time by the Conference Association. On the other hand it was pointed out that there were many directions in which the Railway Conference Association could be of great assistance both to the State and to Railways as a whole, and it was suggested that the Association should consider the advisability of defining the range of its future activities in view of the altered conditions referred to. The whole question was discussed by the Conference at their meeting in October 1925 and again at a Special meeting held in March 1926 and as a result of their deliberations a number of important changes were decided on. The principle underlying these changes was the recognition of the separate functions of the Association acting on the one hand as a body dealing with interchange of traffic and on the other as a medium for the interchange of ideas on technical railway subjects. Of the changes decided on the principal were the formation of an Operating Committee for Interchange to deal with all questions affecting the movement and interchange of rolling stock and cognate matters; the abolition of the Locomotive and Carriage Superintendents' Committee and the formation of a Mechanical Section and an Engineering Section to report in an advisory capacity on questions relating to Mechanical and Engineering subjects. The formation of other sections to deal with statistical, administrative, stores and other questions was also considered but it was decided to hold these in abeyance until experience had been gained of the working of the Mechanical and Engineering Sections. Minor alterations were also made in the rules of the Association with a view to obtaining decisions more expeditiously than has hitherto been possible.

The Indian Railway Conference Association has a long and useful history behind it and it is believed that the extension of its functions in the manner indicated will admit of a more intensive and useful study of the technical problems of Indian Railways.

CHAPTER II.

FINANCIAL RESULTS OF THE YEAR'S WORKING.

17. The principal results of the working of railways are summarised in the table below :—

—		Class I Railways.	Other Railways.	Total of all Railways.
(*i*) Total route mileage open for traffic.	1924-25	34,425	3,845	38,270
	1925-26	34,696	3,883	38,579
(*ii*) Number of passengers originating.	1924-25	543,982,100	32,363,300	576,345,400
	1925-26	564,708,000	34,326,800	599,034,800
(*iii*) Number of passenger miles.	1924-25	19,102,445,000	807,905,000	19,910,350,000
	1925-26	19,512,534,000	818,899,000	20,331,433,000
(*iv*) Tons originating	1924-25	74,628,000	3,168,000	77,796,000
	1925-26	76,416,000	3,201,000	79,617,000
(*v*) Number of ton miles	1924-25	21,063,684,000	205,007,000	21,268,691,000
	1925-26	19,661,723,000	237,156,000	19,898,879,000

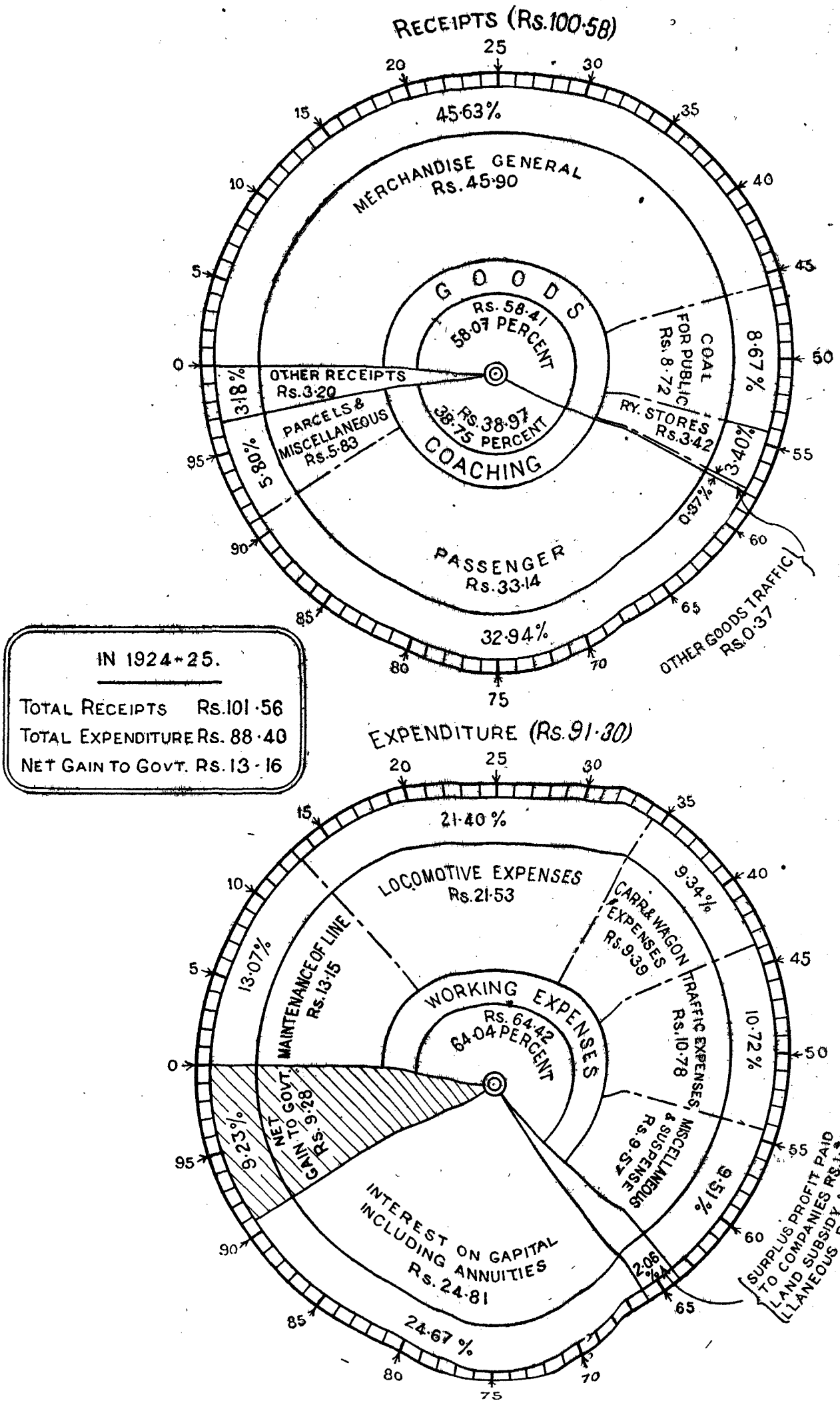
18. **Trade Review.**—The chief feature of the monsoon of 1925 was its early incidence in North-West India and its complete withdrawal from that area after the middle of August. Averaged over the plains of India, the rainfall during the monsoon period was in defect by 4 per cent. Taking the year as a whole, the rainfall was within 25 per cent. of the normal except in Orissa and the Madras Coast North where it was in moderate excess and in Baluchistan, Sind, Rajputana, and Gujrat where it was in large defect.

Exports of Indian merchandise which reached the record figure of Rs. 385 crores in 1924-25 fell to Rs. 375 crores in 1925-26. The exports of raw cotton during the year increased from 594,000 tons in the preceding year to 745,000 tons although there was a slight decrease in production, while the value of cotton manufactures exported showed a decrease of Rs. 1,63 lakhs chiefly on account of reduced exports of cotton yarn and piecegoods. The outturn of the jute crop was 3 per cent. less than in 1924-25 and the exports of raw jute dropped by 49,000 tons to 647,000 tons but higher prices accounted for an increase in value of Rs. 9 crores. The yield of the wheat crop of 1924-25 which was mostly moved during 1925-26 was less than that of the preceding year by 10 per cent. and the exports of wheat fell from 1,112,000 tons in 1924-25 to 212,000 tons in 1925-26, while the exports of rice, notwithstanding a small decrease in production, rose by 276,000 tons to 2,577,000 tons. The yield of the winter oilseeds crop was better than in the preceding year, but the exports declined slightly.

Imports of private merchandise also showed a decrease of Rs. 20½ crores to Rs. 226 crores, the largest decrease being in cotton yarn and manufac-

RAILWAY RECEIPTS AND EXPENDITURE ON STATE OWNED LINES IN INDIA IN 1925-26.

FIGURES IN CRORES.



IN 1924-25.

TOTAL RECEIPTS	Rs.101·56
TOTAL EXPENDITURE	Rs.88·40
NET GAIN TO GOVT.	Rs.13·16

tures (Rs. 16⅔ crores), sugar (Rs. 5 crores), iron and steel and aniline and alizarine dyes (Rs. 1 crore each). There were, however, increases in the imports of motor vehicles (Rs. 1·24 crores) and mineral oil (Rs. 70 lakhs). The visible balance of trade as measured by statistics of merchandise and treasure was Rs. 109 crores in favour of India as compared with Rs. 61 crores a year ago.

19. **Financial Results of working.**—The record of 1925-26 is again one of considerable railway activity in India. The beneficial effects of the convention inaugurating the separation of railway from general finances, which had been established a few months earlier, began to be reflected in the operations of the year.

The following table exhibits the financial results of working the railways in 1925-26 as compared with the year 1924-25. It embraces the transactions of those railways only which are known as "Budget Lines" administered from funds under the direct control of the Central Government :—

(Figures in thousands.)

	1924-25.	1925-26.
	Rs.	Rs.
(*i*) (*a*) Gross earnings	1,01,04,56	99,70,00
(*b*) Interest on Depreciation and Reserve Funds	21,29	53,39
(*c*) Surplus profits from subsidised companies railways	30,16	35,07
TOTAL RECEIPTS	1,01,56,01	1,00,58,46
(*ii*) (*a*) Working expenses including Depreciation	62,90,78	64,41,96
(*b*) Surplus profits paid to Companies	1,42,28	1,77,42
(*c*) Interest	23,90,15	24,81,12
(*d*) Land and subsidy to Companies	3,09	4,38
(*e*) Miscellaneous	13,22	25,93
TOTAL EXPENDITURE	88,39,52	91,30,81
(*iii*) Net gain	13,16,49	9,27,65
(*iv*) (*a*) Contribution from railway to general revenues	6,78,42	5,48,80
(*b*) Surplus railway revenues transferred to Railway Reserve Fund	6,38,07	3,78,85
TOTAL	13,16,49	9,27,65

It will be observed from the foregoing table that the net gain to the Central Government from its Budget Lines after meeting all charges exceeded 9¼ crores in 1925-26, of which nearly 5½ crores were appropriated by General Revenues in terms of the convention, while the balance was transferred to the Railway Reserve Fund.

20. In 1925-26 there was a falling off of Rs. 3,88,84,000 in the net gain from the working of State-owned Railways due principally to a decline in earnings of Rs. 1,34,56,000, an increase of Rs. 1,51,18,000 in working expenses and to enhanced interest charges of Rs. 90,97,000.

21. The decrease of 134·56 lakhs in gross earnings is chiefly due to a falling off in earnings from Goods traffic on the North Western, East Indian and Great Indian Peninsula Railways.

The decline in the earnings on the North Western Railway is due to the heavy drop in the export of grains through Karachi. This loss of long distance traffic is reflected in the North Western Railway figures of ton miles of general merchandise which dropped from 2,412 millions in 1924-25 to 1,648 millions in 1925-26 and it is the falling off in this class of traffic that has brought about the large decrease in ton miles on Indian Railways, notwithstanding an increase in the number of tons carried.

The earnings of the East Indian Railway also show a falling off, but this is principally due to the transfer of the Delhi-Umballa-Kalka Railway to the North Western Railway from the 1st April 1925, and of the Naini-Jubbulpore Section to the Great Indian Peninsula Railway on the 1st October 1925.

22. The rise of Rs. 151·18 lakhs in working expenses is not real. The working expenses of 1924-25 benefitted to the extent of Rs. 140·96 lakhs on account of the Privy Council decision exempting railway companies from the payment of customs duty on stores imported by them for the working of State Railways and of Rs. 38·29 lakhs on account of the adjustment by credit to Working Expenses and debit to the Railway Reserve of the difference between the book and the market value of stores. This adjustment was effected in accordance with a decision of the Legislative Assembly. If these adventitious gains are disregarded, the working expenses of 1924-25 would have been Rs. 64,70·03 lakhs against Rs. 62,90·78 lakhs shown as having been incurred in 1924-25. The working expenses of 1925-26 are Rs. 64,41·96 lakhs or a decrease of Rs. 28·07 lakhs when compared with the real expenditure of 1924-25.

23. The following table compares the real expenditure of 1924-25 and 1925-26 under the major heads for which grants are voted by the Assembly :—

(Figures in thousands.)

—	1924-25.	1925-26.	Difference.
	Rs.	Rs.	Rs.
1. General Administration	12,32,70	12,95,95	+63,25
2. Repairs and Maintenance and Operation	45,72,78	44,37,37	—1,35,41
3. Appropriation to Depreciation Fund	10,35,00	10,66,88	+31,88
TOTAL	68,40,48	68,00,20	—40,28
Deduct worked lines	3,70,45	3,58,24	—12,21
TOTAL WORKING EXPENSES	64,70,03	64,41,96	—28,07

The increase of Rs. 63·25 lakhs under General Administrations is partly due to the larger establishments employed consequent on the addition to open mileage of railways, partly to annual increments to the staff, and to the payment of the Lee Commission Concessions to the officers of the Company-worked Railways and the East Indian and Great Indian Peninsula Railways with retrospective effect from the 1st April 1924.

The reduction of Rs. 135·41 lakhs under "Repairs and Maintenance and Operation" is due principally to the following:—

(*a*) Reduced operating expenses consequent on the falling off in the amount of Goods traffic handled;

(*b*) Less expenditure on repairs: partly due to the enforced suspension of work in the North-Western Railway Workshops consequent on the labour unrest.

(*c*) General economies effected in operating expenditure and in charges for maintenance and repairs.

24. The contribution of Rs. 5,48,80 lakhs to General Revenues is arrived at as follows:—

(Figures in thousands of rupees.)

(Based on actuals of penultimate year 1923-24).

	Rs.	Rs.
1. 1 per cent. on capital of 5,40,38,96 at charge—Commercial lines .	...	5,40,39
2. (*i*) Receipts—		
Gross traffic receipts—Commercial lines . . .	92,94,37	
Subsidised Companies—Share of surplus profits . .	23,64	
		93,18,01
(*ii*) Charges—		
Working Expenses—Commercial lines	59,15,60	
Indian States and Railway Companies' share of surplus profits	1,14,46	
Interest—		
On capital at charge—Commercial lines . . .	19,66,80	
On capital contributed by Indian States and Companies .	3,09,94	
Land and subsidy	5,40	
Miscellaneous Railway Expenditure	15,26	
Contribution at 1 per cent. on capital at charge—Commercial lines	5,40,39	
		88,67,85
(*iii*) Surplus	...	4,50,16
(*iv*) Contribution of one-fifth of surplus	...	90,03
3. (*i*) Total contribution from railway revenues (1 *plus* 2 (*iv*)) .	...	6,30,42
Deduct—Loss on strategic lines—		
(*i*) Interest on Capital of 26,22,58 . . .	1,02,37	
(*ii*) Loss in working	18,67	
		1,21,04
(*iii*) Net payment due from railway to General Revenues in 1925-26	...	5,09,38

(Figures in thousands of rupees.)

	Rs.	Rs.
4. Add ⅓ of excess over 3 crores of surplus in 1925-26 arrived at as follows :—		
(*i*) Total receipts (including Government share of surplus profits from subsidized companies and interest on Depreciation and Reserve Fund balances) . . .	1,00,58,46	
(*ii*) Total charges (including surplus profits paid to companies interests and other miscellaneous charges) .	91,30,81	
(*iii*) Total gain from Railways during 1925-26 . .	...	9,27,65
(*iv*) Excess of gain over contribution 4 (*iii*)—3 (*iii*) .	...	4,18,27
(*v*) Contribution equal to ⅓ of excess over 3 crores . .	...	39,42
5. Total contribution to General Revenues during 1925-26, 3 (*iii*) plus 4 (*v*)	...	5,48,80

25. A word of explanation may be added here as to the wide difference in the capital at charge figures of 1923-24, 1924-25 and 1925-26 adopted in calculating the contributions to General Revenues. The figures are as follows :—

1923-24	5,40 crores.
1924-25	5,81 ,,
1925-26	6,01 ,,

The increase in the figures of each succeeding year is not due merely to the increased capital outlay of the year over the preceding year, but is accounted for partly by the liabilities taken over by the State on the assumption of direct State management of the East Indian and Great Indian Peninsula Railways which amounted to about 27 crores in 1924-25 and 5¾ crores in 1925-26.

26. The return during 1925-26 on the capital at charge of the Budget Lines was 5·31 per cent., which is an appreciable improvement over the return of 5·01 per cent. realised in 1913-14. It also compares very favourably with the return in more recent years excluding the years affected by the war, the percentage in 1921-22 being 2·64 per cent. only, rising to 4·38 per cent. in 1922-23 and 5·24 per cent. in 1923-24. The return for 1924-25 was as high as 5·85 per cent.

27. These percentages are calculated on the total capital at charge of both Commercial and Strategic Lines. The latter being unremunerative adversely affect the financial returns. Excluding the figures relating to those lines the net returns on the capital at charge of the commercial lines will be slightly better. Under the separation convention the loss on the working of the strategic lines, which includes the interest on the capital at charge of these lines, is borne by the Central Government. The reason for the lower percentage 5·31 per cent. as compared with last year is principally due to the falling off in goods traffic and to the working expenses of 1924-25 including the special credits of Rs. 179 lakhs referred to in paragraphs 21 and 22.

28. The institution of the depreciation fund has assured to Railway administrations a definite source out of which the expenditure on replacements and renewals can be met, without the uncertainty of sufficiency of funds which was a feature of the past. The table below compares by individual railways the charges to working expenses on account of deprecia-

tion and the actual expenditure on replacements and renewals during 1924-25 and 1925-26 :—

(Figures in thousands of Rupees).

Railways.	Credit to Depreciation Fund by debit to Revenue on account of Depreciation in 1924-25.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1924-25.	Credit to Depreciation Fund by debit to Revenue on account of depreciation in 1925-26.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1925-26.
(1)	(2)	(3)	(4)	(5)
STATE LINES WORKED BY STATE—				
North-Western . . .	2,11,97	1,25,87	2,23,09	1,62,20
Eastern Bengal . . .	73,27	50,78	75,73	36,05
East Indian . . .	2,00,54	1,83,60	1,92,43	1,31,28
Great Indian Peninsula .	1,35,58	92,39	1,45,96	1,08,19
STATE LINES WORKED BY COMPANIES—				
Bengal Nagpur . . .	1,02,70	41,26	1,09,54	42,02
Bombay, Baroda and Central India.	1,07,04	70,28	1,09,85	1,16,86
Burma . . .	41,67	32,90	42,95	41,52
Madras and Southern Mahratta.	71,08	69,48	74,02	85,35
South Indian . . .	46,56	17,13	47,26	48,22
Other Railways . . .	44,59	45,32	46,05	26,71
TOTAL .	10,35,00	7,29,01	10,66,88	7,98,40

29. An analysis of the Financial results of the year of individual railways is given in the statement below :—

Financial results of the working of Railways owned by the State.

(Figures in thousands of Rupees).

Railways.	Year.	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charges against net Revenue Receipts.		Gain.	Loss.	Interest charges included in col. 11 but excluding Sinking Fund and Annuity charges involved in redemption of Capital.	Resultant.	
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.				Gain.	Loss.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
State Lines worked by State.															
North Western	1923-24	1,10,84,37	...	1,10,84,37	15,18,11	11,00,99	4,17,12	3·8	...	4,46,21	...	29,09	4,15,06	2,06	...
	1924-25	1,12,64,69	..	1,12,64,69	16,99,22	11,48,21	5,51,01	4·9	...	4,22,74	1,28,27	...	4,22,74	1,28,27	...
	1925-26	1,15,92,75	...	1,15,92,75	15,42,39	10,76,22	4,66,17	4·0	....	4,37,08	29,09	...	4,37,08	29,09	...
Oudh and Rohilkhand	1923-24	31,41,87	...	31,41,87	3,63,06	2,37,50	1,25,56	4·0	...	1,06,36	19,20	...	1,06,36	19,20	...
	1924-25	32,39,70	...	32,39,70	3,68,30	2,72,30	96,00	2·0	...	1,07,25	...	11,25	1,07,25	...	11,25
	1925-26*	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Bengal	1923-24	43,43,71	...	43,43,71	5,34,78	3,95,74	1,39,04	3·2	...	1,62,26	...	23,22	1,55,56	...	16,52
	1924-25	43,64,68	...	43,64,68	5,99,16	4,26,71	1,72,45	3·9	...	1,56,07	16,38	...	1,56,07	16,38	...
	1925-26	44,69,27	...	44,69,27	6,33,87	4,64,18	1,69,69	3·8	...	1,59,60	10,09	...	1,59,60	10,09	...
East Indian	1923-24	97,27,06	27,66,99	69,60,07	16,23,67	9,98,40	6,25,27	6·4	7,41	4,57,61	1,60,25	...	3,82,48	2,35,38	..
	1924-25	98,97,78	...	98,97,78	17,22,27	10,30,54	6,91,73	7 0	10,05	3,80,75	3,00,93	....	3,80,75	3,00,93	...
	1925-26	1,29,63,27	...	1,29,63,27	19,92,11	12,22,71	7,69,40	5·9	...	4,85,26	2,84,14	...	4,85,26	2,84,14	...
Great Indian Peninsula	1923-24	1,00,40,27	4,87,97	95,52,30	14,51,05	9,60,03	4,91,02	4·9	...	4,25,82	65,20	...	3,36,41	1,54,61	...
	1924-25	1,01,40,79	4,87,97	96,52,82	15,29,08	9,55,00	5,74,68	5·6	4,46	3,28,08	2,42,14	...	3,28,08	2,42,14	...
	1925-26	1,08,41,07	...	1,08,41,07	14,79,90	10,68,03	4,11,87	3·8	12,54	3,51,96	47,37	...	3,51,96	47,37	..

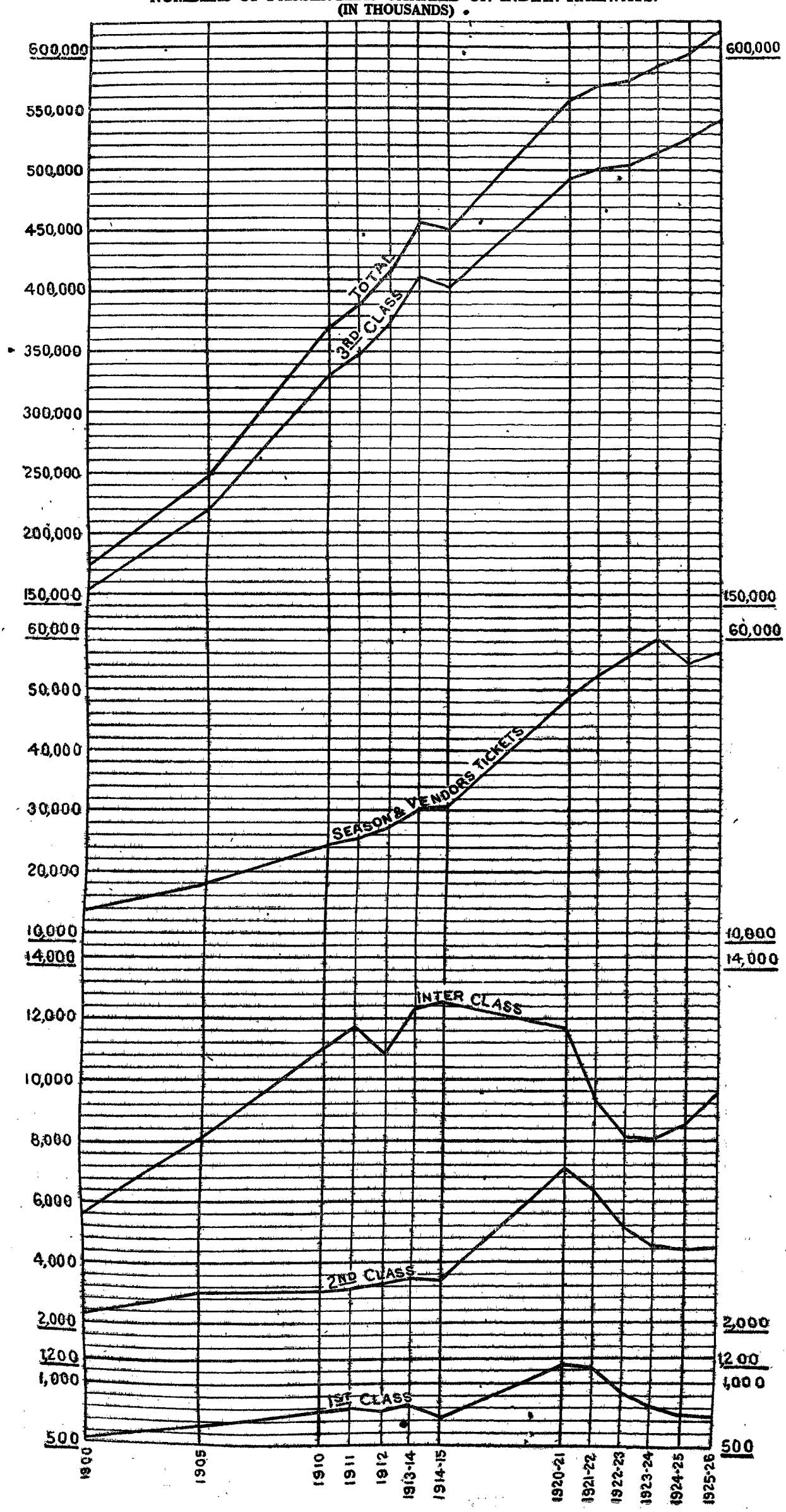
* Included with East Indian Railway.

State Lines Worked by Companies.																
Bengal Nagpur	1923-24	60,51,98	13,45,21	47,06,77	7,70,94	5,11,28	2,59,66	4·3	5,72	2,60,28	...	6,34	2,60,28	...	6,34
	1924-25	63,83,54	13,16,87	50,66,67	8,39,15	5,77,16	2,61,99	4·1	4,76	2,69,00	...	11,77	2,69,00	...	11,77
	1925-26	66,58,90	13,16,87	53,42,03	8,39,99	5,92,88	2,47,11	3·7	6,80	2,86,91	...	46,60	2,86,91	...	46,60
Bombay, Baroda and Central India.	1923-24	63,31,71	2,49,00	60,82,71	11,95,42	7,14,57	4,80,85	7·5	13,61	2,20,69	2,46,55	...	2,20,69	2,46,55	...
	1924-25	65,29,72	2,49,00	62,80,72	12,39,54	7,07,61	5,31,93	8·0	14,65	2,25,17	2,92,11	...	2,25,17	2,92,11	...
	1925-26	67,06,79	2,51,50	64,55,29	12,25,95	7,44,89	4,81,06	7·2	26,41	2,34,34	2,20,31	...	2,34,34	2,20,31	...
Burma	1923-24	26,03,69	6,69,67	19,34,02	4,11,38	2,52,26	1,59,12	6·1	34,24	83,67	41,21	...	83,67	41,21	...
	1924-25	27,09,44	6,69,67	20,39,77	4,29,89	2,62,30	1,67,59	6·4	32,97	92,41	42,21	...	92,41	42,21	...
	1925-26	28,23,15	6,69,67	21,53,48	4,93,82	2,76,20	2,17,62	7·7	37,66	98,67	81,29	...	98,67	81,29	...
Madras and Southern Mahratta.	1923-24	49,25,75	11,23,43	38,02,32	7,39,55	4,34,21	3,05,34	6·2	46,25	2,16,43	42,66	...	1,93,83	65,26	...
	1924-25	49,99,18	11,23,43	38,75,75	7,92,89	4,36,58	3,56,31	7·0	60,86	1,86,84	1,08,61	...	1,86,84	1,08,61	...
	1925-26	51,26,96	10,73,86	40,53,10	8,19,24	4,65,76	3,53,48	6·9	77,67	1,90,96	84,85	...	1,90,96	84,85	...
South Indian	1923-24	25,22,49	4,83,36	20,39,13	5,27,06	3,04,75	2,22,31	8·8	2,92	96,22	1,23,17	...	96,22	1,23,17	...
	1924-25	25,86,59	4,48,39	21,38,20	5,14,78	3,12,00	2,02,78	7·7	9,60	96,54	96,64	...	96,54	96,64	...
	1925-26	28,00,42	4,15,34	23,85,08	5,44,12	3,15,56	2,28,56	8·2	10,68	1,04,76	1,13,12	...	1,04,76	1,13,12	...
Other Railways	1923-24	32,99,24	3,65,89	29,33,35	3,30,50	1,95,55	1,34,95	4·1	4,31	1,25,76	4,88	...	1,25,76	4,88	...
	1924-25	33,82,05	4,39,90	29,42,15	3,69,68	1,62,37	2,07,31	6·1	4,93	1,25,30	77,08	...	1,25,30	77,08	...
	1925-26	35,20,19	5,14,56	30,05,63	3,98,61	2,15,53	1,83,08	5·2	5,66	1,31,58	45,85	...	1,31,58	45,84	...
Net of Miscellaneous Receipts and Charges not attributable to any one Railway.	1923-24	...	...	...	...	...	...	...	...	...	2,84	...	...	4,74	...
	1924-25	...	...	...	...	...	...	...	...	...	13,85	...	...	13,85	...
	1925-26	...	...	...	...	...	...	...	...	...	4,76	...	...	4,76	...
Interest on Depreciation and Reserve Fund balances.	1924-25	...	...	...	21,29	...	21,29	...	...	...	21,29	...	...	21,29	...
	1925-26	...	...	...	53,39	...	53,39	...	...	...	53,39	...	...	53,39	...

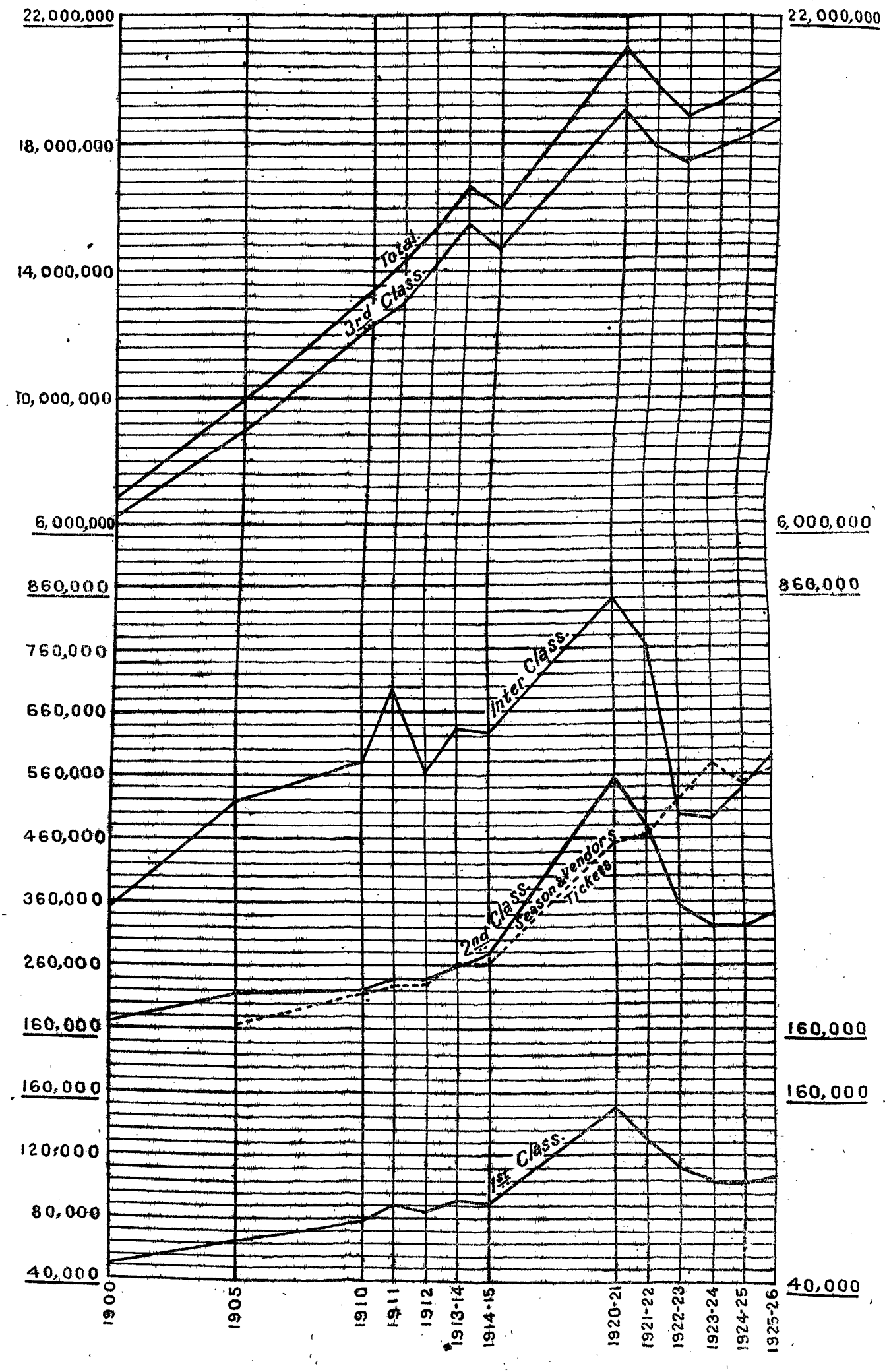
Railways.	Year.	Capital at charges.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charges.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charges.	Charges against Net Revenue Receipts.		Gain.	Loss.	Interest charges included in col. 11 but excluding Sinking Fund and Annuity charges involved in redemption of Capital.	Resualtant.	
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.				Gain.	Loss.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Total (Central)	1923-24	6,40,72,14	74,91,52	5,65,80,62	94,65,52	61,05,28	33,60,24	5·2	1,14,46	26,01,31	6,47,31	...	23,76,32	8,72,30	...
	1924-25	6,54,98,16	47,35,23	6,07,62,93	1,01,25,85	62,80,78	38,35,07	5·8	1,42,28	23,90,15	13,16,49	...	23,90,15	13,16,49	...
	1925-26	6,75,02,77	42,41,80	6,32,60,97	1,00,23,39	64,41,96	35,81,43	5·3	1,77,42	24,81,12	9,27,65	...	24,81,12	9,27,65	...
Provincial Railways	1923-24	19,32	...	19,32	4,03	3,29	74	3·8	...	3,95	...	3,21	3,95	...	3,21
	1924-25	19,90	...	19,90	2,59	2,66	—7	—0·7	...	84	...	91	84	...	91
	1925-26	20,22	...	20,22	2,77	2,48	29	1·4	...	87	...	58	87	...	58
Grand Total (Central and Provincial.)	1923-24	6,40,91,46	74,91,52	5,65,99,94	94,69,55	61,08,57	33,60,98	5·2	1,14,46	26,05,26	6,44,10	...	23,80,27	8,69,09	...
	1924-25	6,55,18,06	47,35,23	6,07,82,83	1,01,28,44	62,93,44	38,35,00	5·8	1,42,28	23,90,99	13,15,58	...	23,90,99	13,15,58	...
	1925-26	6,75,22,99	42,41,80	6,32,81,19	1,00,26,16	64,44,44	35,81,72	5·3	1,77,42	24,81,99	9,27,07	...	24,81,99	9,27,07	...
North Western (Commercial Lines.)	1923-24	84,61,79	...	84,61,79	13,46,96	9,13,78	4,33,18	5·1	...	3,43,83	89,35	..	3,12,68	1,20,50	...
	1924-25	85,77,92	...	85,77,92	15,39,35	9,52,44	5,86,91	6·8	...	2,99,97	2,86,94	...	2,99,97	2,86,94	...
	1925-26	84,89,04	...	84,89,04	13,78,32	8,96,08	4,82,24	5·7	...	3,06,14	1,76,10	...	3,06,14	1,76,10	...
Non-Commercial (Strategic Lines.)	1923-24	26,22,58	...	26,22,58	1,71,15	1,87,21	—16,06	—0·6	...	1,02,38	...	1,18,44	1,02,38	...	1,18,44
	1924-25	26,86,77	...	26,86,77	1,59,87	1,95,77	—35,90	—1·3	...	1,22,77	...	1,58,67	1,22,77	...	1,58,67
	1925-26	31,03,71	...	31,03,71	1,64,07	1,80,14	—16,07	—0·5	...	1,30,94	...	1,47,01	1,28,57	...	1,47,01

NUMBERS OF PASSENGERS CARRIED ON INDIAN RAILWAYS.

(IN THOUSANDS)



PASSENGER MILES
(IN THOUSANDS)
INDIAN RAILWAYS.



30. With the exception of the Burma and South Indian Railways the financial results of railways for the year 1925-26 are less favourable than those for 1924-25. This is due in some measure to the decline in gross earnings, but also, as explained in paragraph 22 to the working expenses in 1924-25 being reduced by special credits amounting to Rs. 179 lakhs.

The improvement on the Burma Railways is accounted for by the large rise, principally due to rice traffic of Rs. 64 lakhs or nearly 15 per cent. in gross earnings.

On the South Indian Railway the more favourable results are also due to increased earnings, principally from passenger traffic.

31. The working of all railways, except the Bengal Nagpur Railway resulted in a net gain to the State during the year 1925-26. The loss on the Bengal Nagpur Railway amounted to Rs. 46·60 lakhs which is 35 lakhs more than the loss during the year 1924-25. This loss is attributable to a larger debit on account of calculated depreciation, to increased payments in interest charges on the larger capital outlay and to expenditure on the renewal of debentures. The necessity for effecting economies in the working of this railway is a subject that is receiving the special attention of the Railway Board.

32. **Analysis of earnings.**—The total earnings on all railways of Rs. 113·39 crores consisted of Rs. 64·83 crores from Goods Traffic, Rs. 39·49 crores from Passengers and Rs. 9·07 crores from Parcels, luggage and Miscellaneous earnings.

33. *Passenger earnings.*—There was an increase of 1·87 per cent. in the Passenger earnings from 38·76 to 39·49 crores. The numbers of and earnings from passengers are summarised in the table below separately for each class for the four years previous to the War and for the six latest years. Figures for Season and Vendor's tickets are shown separately for the last three years as well as included in their proper classes. Graphs are also inserted showing year by year from the beginning of the century the number of passengers carried by classes and the number of passenger miles.

Year.	Number of passengers carried (in thousands).					Earnings from passengers (in thousands of rupees.)				
	1st class.	2nd class.	Inter.	3rd class.	Season and Vendor's tickets.	1st class.	2nd class.	Inter.	3rd class.	Season and Vendor's tickets.
						Rs.	Rs.	Rs.	Rs.	Rs.
1910 . .	778	2,962	11,033	332,462	24,341	58,82	77,23	94,99	14,65,16	15,85
1911 . .	799	3,135	11,762	348,479	25,687	66,38	83,83	1,08,88	15,73,15	16,85
1912 . .	796	3,223	10,833	375,567	26,810	62,90	83,31	91,37	17,01,35	17,55
1913-14 .	812	3,461	12,371	410,960	30,114	68,94	88,70	1,03,48	18,37,03	19,36
1920-21 .	1,148	7,129	11,750	490,280	48,939	1,30,48	2,26,49	1,91,19	28,91,25	37,24
1921-22 .	1,125	6,404	9,264	500,515	52,376	1,38,47	2,28,87	1,45,11	28,75,29	41,58
1922-23* .	917	5,133	8,129	502,776	55,665	1,39,72	2,11,77	1,38,30	32,20,85	48,58
1923-24* .	817	4,538	8,095	512,974	58,084	1,23,80	1,95,99	1,37,88	32,91,78	51,70
1924-25 .	756	4,383	8,438	524,182	54,592	1,21,62	1,85,51	1,44,48	33,73,71	50,07
1925-26 .	739	4,395	9,542	542,397	56,297	1,19,24	1,82,74	1,55,88	34,36,38	51,66
1923-24† .	1,369	10,680	12,044	572,184	...	1,31,17	2,02,73	1,41,10	33,32,82	...
1924-25† .	1,246	10,301	12,647	581,804	...	1,22,93	1,92,00	1,48,01	34,12,45	...
1925-26† .	1,169	10,487	14,009	601,778	...	1,20,42	1,89,42	1,59,61	34,76,45	...

* Excludes the Maurbhanj and Parlakimedi Light Railways for which detailed information is not available.

† The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

34. An increase has taken place in the numbers carried in each class except First Class. Earnings from passengers carried have increased by 76 lakhs under Intermediate and Third Class.

35. In 1922 on account of the large increase in working costs on railways due to the abnormal rise in the price of materials and an increased wages bill it was found necessary to enhance the maxima fares by 25 to 33 per cent. and goods rates by 15 to 25 per cent. But the question of the desirability of retaining rates and fares at this level continued to receive the careful attention of the Government of India and the Railway Administrations. The strengthening of the financial position resulting from the separation of railway from the general finances and the good years in 1923-24 and 1924-25 enabled the majority of railways to consider reductions in Passenger fares.

With effect from 1st January 1926 the South Indian Railway reduced its 1st class fares by ordinary trains from 22½ to 18 pies per mile and by mail trains in proportion. Similarly 2nd class fares were reduced from 11¼ to 9 pies per mile by ordinary trains and proportionately by mail trains. Third class fares by mail were also reduced on 1st November 1925 from 5 pies all distances to 4½ pies for the first 100 miles and 4 pies for additional distance and on 1st February 1926 the fares by ordinary trains were reduced from 3¾ pies to 3½ pies.

The East Indian and Bengal Nagpur also reduced Inter and 3rd class fares from 1st January 1926. The reductions on both lines were :—

Intermediate by Mail—
from 7 pies per mile for first 300 miles
and 5 pies per mile for additional distance
to 7 pies per mile for first 300 miles
and 3½ pies per mile for additional distance.

Intermediate by ordinary trains—
from 5 pies all distances
to 5 pies for first 300 miles
and 3½ pies for additional distance

Third class by ordinary trains—
from 3½ pies all distances
to 3½ pies for first 300 miles
and 2½ pies for additional distance

the fare by mail trains being reduced in proportion.

Other railways were arranging for reductions to have effect from 1st April 1926 and in framing the Railway Budget for 1926-27 allowance was made for a reduction in revenue amounting to Rs. 163 lakhs on account of these reductions.

36. Passengers travelling without tickets.—In view of the large number of passengers travelling without tickets and of the loss to railways and to Government caused thereby the Indian Railway Conference Association recommended in February 1923 that the Railways Act should be amended in order to strengthen the position of Railways in recovering fares and penalties from passengers travelling without tickets.

It was, however, decided that it was not advisable to amend the Act in the direction suggested until all other possible alternatives had been tried. Meanwhile Railway Administrations adopted the following measures :—

1. Stricter supervision and discipline.
2. Re-organisation of the Travelling Ticket Inspection system, etc., and
3. Introduction of system of checking trains by Flying Squads of Travelling Ticket Examiners.

In spite however of endeavours made by railways large number of passengers still succeed in travelling without paying the proper fares.

In 1924, 2,347,819 passengers were detected travelling without tickets and the total amount collected from them was Rs. 25,12,244. During the

first six months of 1925, 1,080,785 passengers were detected travelling without tickets and the total amount collected from them was Rs. 12,58,310. The whole question is receiving special attention.

37. *Goods Earnings.*—The total earnings on all Railways from goods traffic show a reduction of nearly 2 crores, from Rs. 66·46 to Rs. 64·47 crores which is chiefly due to the falling off in earnings from wheat and grain on account of the decline in exports referred to in paragraph 18 above.

The following statement shows the tonnage of principal commodities and the earnings derived therefrom on Class I Railways during the last two years. Apart from wheat and grain the most marked fluctuations compared with 1924-25 were increases under cotton raw and manufactured, kerosine oil, sugar, iron and steel, and other commodities, and decreases under salt, coal and coke, jute and oilseeds.

Commodity.	1924-25.		1925-26.		Increase + Decrease − in Earnings (lakhs).
	No. of tons carried in millions.	Rs. in crores.	No. of tons carried in millions.	Rs. in crores.	
(1) Coal and Coke	22·85	9·17	22·01	8·95	−22
(2) Railway Stores	21·77	3·09	20·30	2·91	−18
(3) Wheat	3·18	4·08	2·09	2·12	−196
(4) Rice in the husk and rice not in the husk.	5·42	4·35	5·92	4·42	+7
(5) Gram and Pulse, Jowar and Bajra and other grains.	6·00	6·06	4·63	4·19	−187
(6) Marble and Stone	2·99	0·77	3·78	0·94	+17
(7) Metallic ores	2·61	1·12	2·90	1·07	−5
(8) Salt	2·52	2·22	2·14	1·74	−48
(9) Wood, unwrought	1·81	0·94	2·19	1·06	+12
(10) Sugar, refined and unrefined.	0·97	1·64	1·05	1·85	+21
(11) Oilseeds	3·62	3·85	3·72	3·69	−16
(12) Cotton, raw and manufactured.	2·00	5·76	2·57	6·42	+66
(13) Jute, Raw	1·24	1·42	1·51	1·23	−19
(14) Fodder	0·98	0·62	0·99	0·59	−3
(15) Fruits and vegetables, fresh.	1·03	0·82	1·24	0·91	+9
(16) Iron and steel, wrought	1·25	1·87	1·60	2·06	+19
(17) Kerosine oil	1·19	1·79	1·37	2·06	+27
(18) Gur, Jagree, Molasses, etc.	1·14	1·16	1·10	1·06	−10
(19) Other commodities	15·08	13·56	19·35	14·82	+126
TOTAL	97·65	64·29	100·46	62·09	−220

With a view to assisting industries and stimulating traffic it was decided to make a reduction of approximately 10 per cent. in the rates for long distance coal with effect from 1st April 1926.

38. **Economies effected during the year.**—The striving towards economy and reduction in working expenses which has now become a settled feature of railway working has again yielded satisfactory results. These results are narrated in Chapter IV of the report dealing with Transportation and Working and in the paragraphs of this chapter dealing with reduction of stores balances and compensation claims. A feature of the working of railways during 1925-26 has been a decrease in the tonnage of coal consumed.

The total tonnage of fuel consumption on all Class I Railways fell from 6,740,244 tons in 1924-25 to 6,610,361 tons in 1925-26 or a decrease of 1·93 per cent. The reduction is partly due to a decrease in the volume of traffic handled and partly to the efforts made by railways to reduce fuel consumption. The tonnage of coal consumed per 1,000 gross ton miles on broad gauge trains fell by 2·84 per cent. for passenger trains and by 0·70 per cent. for goods trains. The decrease for metre gauge goods trains was 1·03 per cent.

The expenditure on fuel generally has also fallen by 25 lakhs on Class I Railways and while this is partly due to the improved coal consumption figures mentioned above the principal cause is the reduction in the average cost of coal received from the mines.

39. **Stores Balances.**—In the report for last year attention was drawn to the large reductions effected in the stores balances during the previous years. Further reductions amounting to Rs. 195 lakhs were effected during the year under review and the appended statement shows the improvement in this respect on individual railways since 1921-22 :—

Stores balances (in th ousands.)

Railways.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.
	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	24,81	31,48	18,38	12,30	9,49
Bengal-Nagpur	1,40,26	1,61,88	1,48,09	1,49,44	1,27,64
Bombay, Baroda and Central India	2,76,83	2,72,43	2,33,25	1,77,39	1,62,48
Burma	66,62	84,85	98,71	84,62	75,00
East Indian	3,07.15	3,55,82	3,23,41	2,40,14	2,54,11
Eastern Bengal	2,51,63	1,76,20	1,57,85	1,21,99	1,12,27
Great Indian Peninsula	4,66,49	3,88,35	3,97,77	2,89,49	2,38,67
Madras and Southern Mahratta	1,50,52	1,66,09	1,50,91	1,02,86	84,31
North Western	3,94,12	3,92,69	3,79,78	3,24,39	3,23,75
Oudh and Rohilkhand	85.35	83,37	87,25	63,96	*
South Indian	1,14,45	1,38,66	99,02	77,04	64,38
Other Railways	41,13	46,96	63,50	54,94	34,24
Central Indian Coalfields	...	...	...	10,09	27,35
Total	23,19,36	22,98,78	21,57,92	17,08,65	15,13,69

* Included with the East Indian Railway.

40. **Compensation Claims for goods lost or damaged.**—A further substantial reduction was effected during the year in the amount paid under this Head as will be seen from the following statement:—

Claims for goods lost or damaged paid by Class I Railways (excluding Jodhpur Railway) during 1922-23, 1923-24, 1924-25 and 1925-26.

Railways.	1922-23.	1923-24.	1924-25.	1925-26.
	Rs.	Rs.	Rs.	Rs.
Assam-Bengal . .	23,085	17,069	17,587	21,841
Bengal and North Western.	1,70,516	1,62,461	80,680	92,932
Bengal-Nagpur . .	1,98,972	2,63,703	2,01,889	80,093
Bombay, Baroda and Central India.	15,68,572	6,44,678	6,03,064	4,40,465
Burma . . .	45,183	29,319	33,662	30,982
Eastern Bengal . . .	1,98,554	1,77,020	1,68,020	1,86,736
East Indian . .	57,99,225	42,72,620	30,61,351	11,73,008
Great Indian Peninsula	19,68,436	16,17,133	6,63,609	3,41,130
Madras and Southern Mahratta.	2,21,125	1,54,162	85,548	91,018
Nizam's Guaranteed State.	38,222	24,206	17,022	18,219
North Western . .	16,89,608	4,73,339	6,84,162	3,89,771
Rohilkund and Kumaon	45,105	16,681	21,860	17,088
South Indian . .	63,951	44,502	32,045	48,536
Total .	1,20,30,554	78,96,893	56,70,499	29,31,819

The results shown in the above table show a steady decline in the amount paid as compensation every year. This satisfactory result is due to the special attention that has been devoted to the subject by the Railway Board and to the remedial and preventive measures taken by Railway Administrations, such as, better supervision over the staff, extension of the rivetting of wagons, and improved efficiency of the Watch and Ward Department, etc.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

41. **Capital expenditure.**—Up to the end of March 1926 the total capital at charge on all railways including those under construction amounted to Rs. 763·09 crores of which Rs. 675·23 crores was capital at charge on State-owned railways inclusive of premia paid in the purchase of Companies' lines. The remainder Rs. 87·86 crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned railways is arrived at as follows :—

	£
Liability and debt incurred in purchase of railways	150,109,299
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	29,232,502
Net amount outstanding	120,876,797

	Rs. (omitting 000)
Converted at Rs. 15 = £1	1,82,16,76 (*a*)
Direct expenditure by Government	4,93,06,35
TOTAL	6,75,23,11

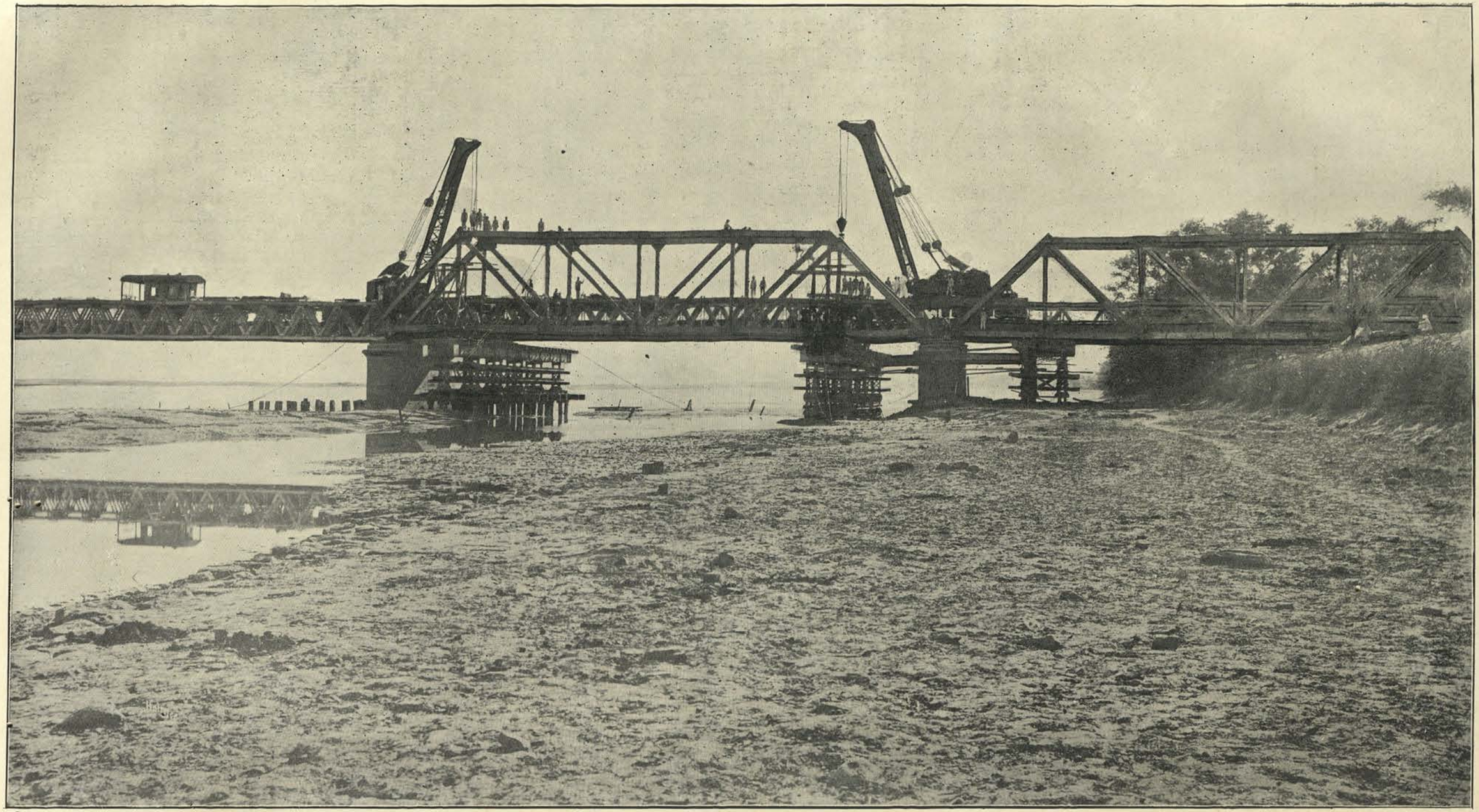
By far the greater portion of this amount, namely, Rs. 6,32,81,32 is Government capital and only 1/15th or Rs. 42,41,79 is owned by Companies. These figures include Rs. 31·03 crores on account of capital expenditure to the end of March 1926 on strategic lines.

42. The total capital outlay on all railways during 1925-26 was Rs. 21·63 crores of which Rs. 19·25 crores were spent on State-owned railways. The following statement shows how this outlay of Rs. 19·25 crores was distributed between open line works, rolling stock and new lines, similar figures being given for the previous four years and for 1913-14 :—

Year.	OPEN LINES.			New lines.	GRAND TOTAL.
	Works including stores.	Rolling-stock.	TOTAL.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·80	7·31	16·61	1·86	18·47
1921-22	11·20	10·02	21·22	2·11	23·33
1922-23	6·77	9·52	16·29	2·74	19·03
1923-24	7·69	9·51	17·20	2·51	19·71
1924-25	4·66	6·42	11·08	2·39	13·47
1925-26	9·44	5·80	15·24	4·01	19·25

(*a*) Includes Rs. 85,23,830 on account of exchange on £2,575,000 representing Great Indian Peninsula Railway Company's share capital paid off during the year.

REGIRDERING OF ALEXANDRA BRIDGE NEAR WAZIRABAD, NORTH WESTERN RAILWAY.



[General view of bridge showing 25 ton cranes working.

43. The distribution of the capital outlay in 1925-26 over the different State-owned lines is shown in the summary below:—

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total Open lines.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal-Nagpur	0·22	1·29	1·51	1·24	2·75
Bombay, Baroda and Central India	1·04	0·73	1·77	...	1·77
Eastern Bengal	0·94	0·15	1·09	...	1·09
East Indian	1·82	1·42	3·24	0·15	3·39
Great Indian Peninsula	0·98	1·21	2·19	...	2·19
Madras and Southern Mahratta	0·85	0·41	1·26	0·02	1·28
North Western	1·72	0·13	1·85	0·33	2·18
South Indian	1·24	0·14	1·38	0·76	2·14
Other Railways	0·53	0·32	0·95	1·51	2·46
Total	9·44	5·80	15·24	4·01	19·25

Lines opened and under construction.

44. **Lines opened during 1925-26.**—A total mileage of 340·76 miles of line was opened to public traffic during the year and consisted of:—

144·38 miles . . . . . 5′ 6″ gauge.
145·09 „ . . . . . 3′ 3⅜″ „
48·04 „ . . . . . 2′ 6″ „
3·25 „ . . . . . 2′ 0″ „

A detailed list is given below of the more important lines opened during the year:—

Name of line.	Gauge.	Mileage.	Owner.	Working agency.	Date of opening.
Majri-Rajur	5′ 6″	13·22	State	G. I. P. Ry.	4th May 1925.
Kandra-Gomoharia Chord	5′ 6″	6·20	State	B. N. Ry.	30th June 1925.
Bermo-Dunea Section	5′ 6″	18·75	State	B. N. Ry.	19th October 1925.
South Karanpura Coalfields Extension.	5′ 6″	19·26	State	B. N. Ry.	31st March 1926.
Mailsi-Pakpattan	5′ 6″	86·95	State	N. W. Ry.	23rd November 1925.
Bauktaw-Kambe, Kambe Cantonment.	3′ 3⅜″	7·05	State	Burma Rys.	13th January 1926. 6th March 1926.
Suratgarh-Raisinghnagar	3′ 3⅜″	35·23	Bikaner Durbar	Bikaner Ry.	1st October 1925.
Lamaing-Ye	3′ 3⅜″	19·56	State	Burma Rys.	16th April 1925.
Gadwal-Allumpur Section	3′ 3⅜″	27·52	H. E. H. the Nizam's Govt.	N. G. S. Ry.	20th July 1925.
Dalangyn-Taungdwingyi	3′ 3⅜″	30·48	State	Burma Rys.	10th April 1925.
Pharenda-Nautanwa	3′ 3⅜″	25·25	B. & N. W. Ry.	B. & N. W. Ry.	1st December 1925.
Itwari-Nagpur	2′ 6″	1·94	State	B. N. Ry.	1st July 1925.
Khanai-Hindubagh	2′ 6″	46·10	State	N. W. Ry.	15th October 1925.
Gwalior-Kampoo Kothi	2′ 0″	3·25	Gwalior Durbar	Gwalior Ry.	29th December 1925.

45. Lines previously opened to goods traffic that were opened during the year to passenger traffic are as detailed below :—

Name of line.	Gauge.	Length.	Owner.	Working agency.	Date of opening.
		Miles.			
Kandra-Gomoharia Chord .	5′ 6″	6·20	State .	B. N. Ry. .	30th June 1925.
Itwari-Motibagh . . .	2′ 6″	1·68		B. N. Ry. .	1st July 1925.
Khanai-Hindubagh . .	2′ 6″	46·00		N. W. Ry. .	15th October 1925.

46. The following sections of line were doubled and opened for traffic :—

Name of line.	Gauge.	Mileage.	Working agency.	Date of opening.
Bandhua-Manpur, Manpur Phalgu East Block Hut.	5′ 6″	5·47	E. I. Railway .	6th April 1925. 8th April 1925.
Chakardharpur-Goilkera . . .	5′ 6″	20·90	B. N. Railway . .	28th May 1925.
Bhojudih Junction Gowai Block Hut .	5′ 6″	1·47	B. N. Railway . .	29th June 1925.
Bhowra Block Hut-Sudamdih . .	5′ 6″	2·03	B. N. Railway . .	8th July 1925.
Penwegon Pyu Section . . .	3′ 3⅜″	20·00	Burma Railways .	8th April 1925.
Aishbagh-Lucknow	3′ 3⅜″	1·23	Rohilkund & Kumaon Railway.	31st October 1925.

47. During the year alterations to gauge were made as follows :—

Name of line.	Gauge.	*Length.	Date of opening.
Churni Bridge Santipur (E. B. Ry.) .	From 2′ 6″ to 5′ 6″ . . .	9·81	30th May 1925.

48. **Lines under construction on 31st March 1926.**—At the end of the financial year 1925-26 a total of 2,446·60 miles of new lines was under construction, distributed as follows :—

	Miles.
5′ 6″ gauge	1,016·13
3′ 3⅜″ gauge	1,115·24
2′ 6″ gauge	315·23

During the year under review sanction was accorded to the construction of new lines totalling 1,102·16 miles.

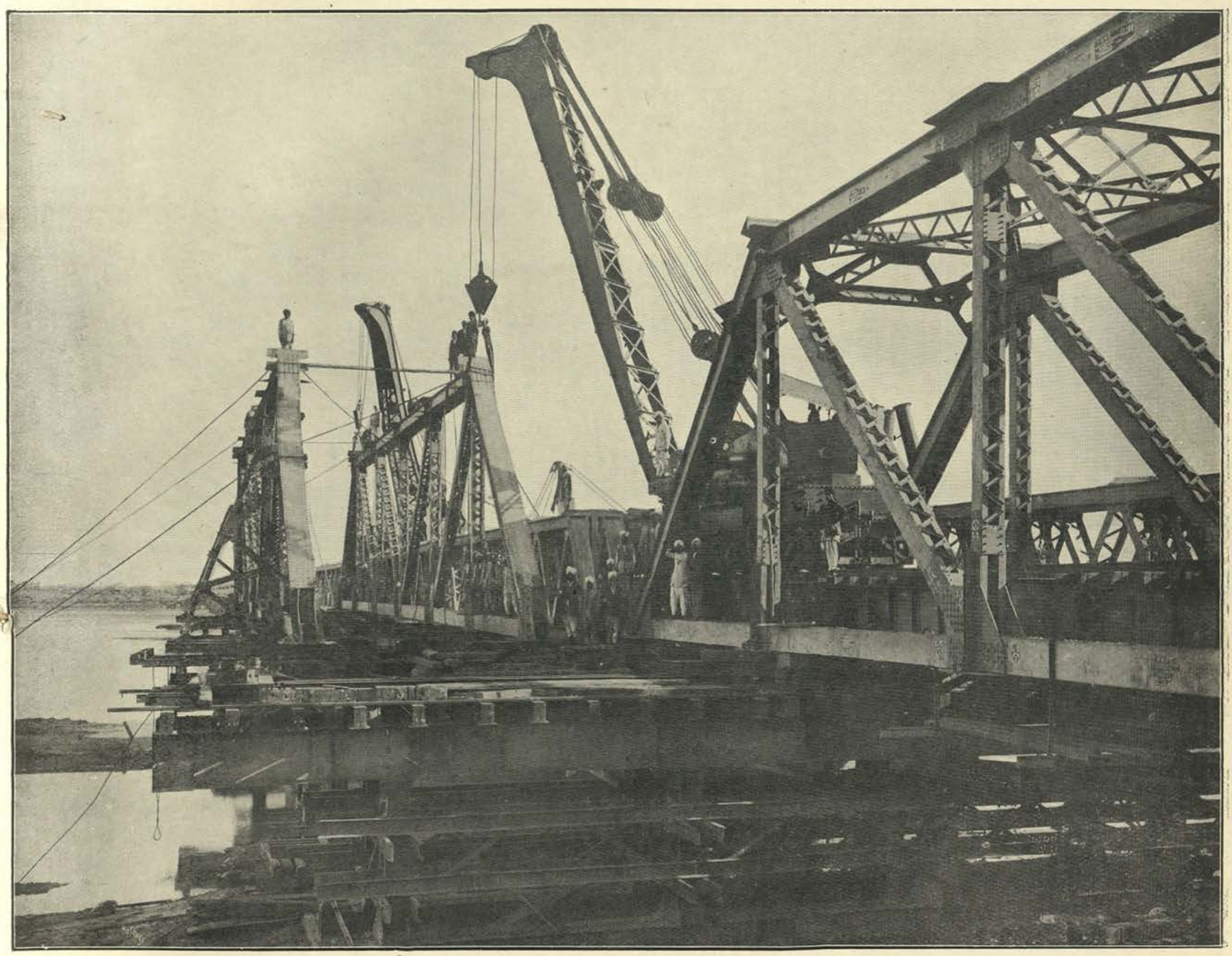
	Miles.
5′ 6″ gauge	574·79
3′ 3⅜″ gauge	374·18
2′ 6″ gauge	153·19

49. The list of lines under construction is given in the table below which shows also the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage.	Working agency.	Progress of work on 31st March 1926. Proportion completed.
Argada Branch	5′ 6″	1·60	Bengal-Nagpur Railway.	·95
Dharmaband-Kharkharee	5′ 6″	2·50		·51
Guttitanagar Branch	5′ 6″	7·23		·30
Burkakana-Chandil	5′ 6″	74·00		·75 on 36·44 miles. ·72 on 39·63 miles. } Argada-Barkakana (2·083 miles opened).
Talcher Coalfields	5′ 6″	62·80		·96
Raipur Parbatipur Section of Raipur-Vizianagram Railway.	5′ 6″	260·00		·01
Central Indian Coalfields	5′ 6″	163·52	East Indian Railway.	·15 on Daltonganj-Barwadih-Barkakana . 113·52; and Annuppur-Semra . 50·00; Total . 163·52 } miles opened.
Bhagalpur-Bausi	5′ 6″	31·13		·83
Chandrapur Gomoh Chord	5′ 6″	9·97		·92
Rikhikesh Road-Rikhikesh	5′ 6″	7·12		·29
Kazipett-Balharshah	5′ 6″	91·73	Nizam's Guaranteed State Railway.	·91 on Ramgundum-Goliara Section. ·33 on Goliara-Tandur Section. ·04 on Tandur-Rajura-Road Section. ·31 on Rajura-Balharshah Section. } Kazipett-Ramgundum 57·77 miles opened.
Karepalli-Kothagodium	5′ 6″	24·52		·93
Amritsar-Narowal	5′ 6″	39·78	North Western Railway.	·01
Shahdara-Narowal	5′ 6″	48·82		·08
Shoranur-Nilambar	5′ 6″	41·28	South Indian Railway	·34
Sirhind-Rupar	5′ 6″	30·00	Patiala Durbar	Construction recently sanctioned.
Dhamua-Lakshmikantapur	5′ 6″	19·00	Eastern Bengal Railway.	
Agra-Bah	5′ 6″	45·83	Great Indian Peninsula Railway.	
Nidadavolu-Narasapur	5′ 6″	47·00	Madras and Southern Mahratta Railway.	
Calcutta-Chord	5′ 6″	8·30	East Indian Railway.	
Hotgi-Sholapur	3′ 3½″	9·63	Madras and Southern Mahratta Railway.	·17
Gudivada-Bhimavaram	3′ 3½″	41·00		·01
Patan Kakoshi Kakhal	3′ 3½″	26·19	Gaekwar's Baroda Railway.	Patan Kakoshi 16 miles opened. Work on remaining section held in abeyance.
Gudwal-Kurnool	3′ 3½″	11·50	Nizam's Guaranteed State Railway.	·95 on Gudwal-Allampur Section. First 28 miles opened.

Name of line.	Gauge.	Mileage.	Working agency.	Progress of work on 31st March 1926. Proportion completed.
Bantwa-Kutiana	3′ 3⅜″	11·17	Junagad.	·81
Veraval-Una	3′ 3⅜″	48·00	Junagad.	1·00 Section up to Jambar 4·86. Section up to Prachi Rd. 7·64 = 12·50 miles opened.
Shimoga-Arasalu	3′ 3⅜″	26·80	Mysore State.	·80
Nanjangud-Mysore Frontier	3′ 3⅜″	33·00	Mysore State.	·05
Dindigul-Pollachi	3′ 3⅜″	75·28	South Indian Railway.	·01
Villupuram-Trichinopoly	3′ 3⅜″	110·50	South Indian Railway.	·17
Virudunagar-Tenkasi	3′ 3⅜″	76·32	South Indian Railway.	·09
Mayavaram-Tranquebar	3′ 3⅜″	18·36	South Indian Railway.	·59
Karimgung-Longai Valley	3′ 3⅜″	47·52	Assam-Bengal Railway.	Construction recently sanctioned.
Dinajpur-Ruhea	3′ 3⅜″	52·00	Eastern Bengal Railway.	Construction recently sanctioned.
Kanivihalli-Swamihalli	3′ 3⅜″	12·00	Madras and Southern Mahratta Railway.	Construction recently sanctioned.
Thana-Chotila	3′ 3⅜″	12·56	Morvi Railway.	Construction recently sanctioned.
Madura-Bodinayakanur	3′ 3⅜″	55·09	South Indian Railway	Construction recently sanctioned.
Sibsagar Road-Khowang	3′ 3⅜″	38·79	Assam-Bengal Railway.	·60
Furkating-Badulipara-Jorhat	3′ 3⅜″	42·17	Assam-Bengal Railway.	·23
Hanumangarh-Sirsla	3′ 3⅜″	71·06	Bikaner Railway	·06
Ramnagar-Suratgarh with a branch from Bugia to Anupgarh.	3′ 3⅜″	79·77	Bikaner Railway	(Suratgarh-Raisinghnagar Section 35·23 miles opened.) ·81 on Sriganganagar-Kesrisingpur Section.
Bauktaw-Mingaladon	3′ 3⅜″	3·95	Burma Railways	·95 (Bauktaw Cantonment Section 7·05 miles opened).
Taungdwingyi-Kayaukpadaung	3′ 3⅜″	71·00	Burma Railways	·08
Segyi-Ye-U	3′ 3⅜″	23·54	Burma Railways	·78
Heho-Tayaw Extension	3′ 3⅜″	9·00	Burma Railways	Construction recently sanctioned.
Pegu-Kayan	3′ 3⅜″	36·93	Burma Railways	·75
Kayan-Thongwa Extension	3′ 3⅜″	11·00	Burma Railways	Construction recently sanctioned.
Mandalay-Madaya	3′ 3⅜″	16·80	Burma Railways	·27
Marwar-Sanderao	3′ 3⅜″	44·46	Jodhpur Railway	·46 on Merwara-Jujawara 21·50 miles. ·13 on Jujawara-Desui 22·96 miles. = 44·46 miles.
Pandharpur-Miraj Extension	2′ 6″	84·32	Barsi Light Railway.	·25
Dholpur-Rajkhera	2′ 6″	22·34	Dholpur Railway	·16
Krishnagar-Nawadwip Ghat	2′ 6″	10·00	Eastern Bengal Railway.	·47
Anjar-Bachau	2′ 6″	23·75	Cutch State Railway	·03. Further work stopped.
Kangra Valley (Pathankot to Shanon).	2′ 6″	100·60	North Western Railway.	Construction recently sanctioned.
Jambusar-Kavi	2′ 6″	17·87	Bombay, Baroda and Central India Railway.	Construction recently sanctioned.
Samni-Dehej	2′ 6″	24·72	Bombay, Baroda and Central India Railway.	Construction recently sanctioned.
Parlakimedi-Gunupur Extension	2′ 6″	31·63	Bengal-Nagpur Railway.	Construction recently sanctioned.

REGIRDERING OF ALEXANDRA BRIDGE NEAR WAZIRABAD, NORTH WESTERN RAILWAY.



Girder of second span lowered into position on staging.

50. The following are brief notes on some of the more important lines opened or under construction during the year :—

Khyber Railway.

The construction of the Khyber Railway, a length of about 28 miles, was sanctioned in July 1920 and in November of that year, after various preliminary difficulties had been overcome, the work of construction actually commenced. Owing to the peculiar and arduous conditions under which the construction had to be carried out, five years elapsed before the section from Jamrud to Landikotal, a length of about 21 miles, was completed and opened for public traffic on 2nd November 1925. The remaining portion from Landikotal to Landikhana is nearing completion.

This is the first 5 feet 6 inches gauge line which has been built to the new Standard Dimensions and allows for a maximum running width of 12 feet and running height of 15 feet 6 inches. The great engineering difficulties which have had to be overcome, and the standard to which the railway has been built render it a technical achievement ranking with the greatest engineering works carried out by Railway Engineers.

In the absence of His Excellency the Viceroy the opening ceremony was performed by the Hon'ble Member for Railways, Sir Charles Innes, in the presence of a large and representative gathering.

The line is situated entirely outside the administrative border of British India in the strip of tribal territory which separates it from Afghanistan. The trade that passes through the Khyber Pass is already considerable and it is hoped that the railway will still further increase its volume, thereby bringing profit and employment to many who in the past have subsisted with difficulty on the meagre agricultural resources of the country which it traverses.

Raipur-Vizianagram Railway.

This line on the 5 feet 6 inches gauge, located between Raipur and Vizianagram, was designed to give direct communication between the Central Provinces and the New East Coast Harbour at Vizagapatam, and is described in detail in last year's report. The first section from Vizianagram to Parvatipuram, 48 miles, was opened in 1914, and during the year under report construction has been started on the remaining portion Raipur to Parvatipuram. Work is in progress in the first 30 miles north from Parvatipuram and for the 70 miles South of Raipur, and at the close of the year a resurvey of the central length was in progress with a view to improving and shortening the alignment of this section.

Dindigul-Pollachi.

The construction of this line—74 miles, 3′ $3\frac{3}{8}$″ gauge, was sanctioned in April 1925. When completed it will link up the isolated metre gauge Podanur-Pollachi branch with the South Indian metre gauge system and while providing direct communication between the West Coast and the Madura District will open up the intervening districts.

Madura-Bodinayakanur.

This line 55 miles, 3′ $3\frac{3}{8}$″ gauge, is of considerable importance from the administrative point of view as it will help to open up the tract of country between the South Indian Railway main line and the Travancore Hills. It is expected that, while facilitating trade and generally assisting in the development of this rich tract of country the branch will attract considerable passenger traffic to the trade centres of Theni and Bodinayakanur.

Nidádavolu-Narasapur and Gudivada-Bhimavaram Railways.

These lines which branch off the Madras and Southern Mahratta Railway system will provide railway communication in the densely populated portions of the Kistna and Godaveri deltas where, owing to the number of canals, existing communications are inconvenient.

It is anticipated that they will be opened for traffic in 1928.

Agra-Bah.

This line will open out an irrigated tract of the Agra District situated at the head of the Jumna Chambal Doab at present devoid of railway communication.

Calcutta Chord Railway.

This line starts from a point near Dankheri station on the Burdwan-Howrah Chord of the East Indian Railway and joins the Eastern Bengal Railway near Dum Dum junction.

It is about 8 miles in length and includes a bridge over the Hooghly river at Bally. This connection is primarily intended for export of coal from the East Indian Railway. But it is likely in the near future to be used also for coal from the Bengal-Nagpur Railway Coalfields, and with the developments anticipated in the terminal arrangements at Calcutta and the electrification of the lower portion of the Eastern Bengal Railway a large proportion of the Suburban passenger traffic will eventually pass over it.

Kangra Valley Railway.

This 2′ 6″ gauge line taking off at Pathankot and running through the Kangra Valley to Shanon, a distance of 100 miles, will open up the rich Kangra Valley and at the same time make the Kulu Valley more accessible. Shanan the terminus is the site of the power station for the Mandi Hydro-Electric Power Scheme and the railway is a joint enterprise of the Government of India and the Local Government.

Shahdara-Narowal and Amritsar-Narowal Railways.

The Shahdara-Narowal was originally projected as an alternative to the Narowal-Amritsar extension of the Sialkot-Narowal Branch. It has now been decided to construct both sections simultaneously. the Shahdara-Narowal section being a joint enterprise of the Government of India and the Punjab Government. Both sections will traverse highly cultivated and thickly populated areas in need of improved transport facilities.

51. **New construction Programme.**—The improved financial position of railways resulting from the separation of finance has enabled the Railway Board to adopt a bolder policy in the direction of new construction.

The problem has been dealt with on the basis of examining the whole country in separate areas roughly corresponding to the areas served by the different railway administrations, and continuous programmes of survey and construction are being prepared, which are subject to revision each year in the light of the co-ordinated recommendations of the Local Governments and the Local Railway Administrations.

In order to deal more expeditiously with the increased programme of construction, the organization on those railways with heavy programmes has been improved by the appointment of special Chief Engineers with additional construction staff.

The total mileage of projects which the Railway Board had either sanctioned or were having investigated by the end of March 1926 amounted to between 6,000 and 7,000 miles, and it is hoped that when all arrangements in this direction are in full swing the total yearly addition to the mileage of Indian Railways will be in the neighbourhood of 1,000 miles.

52. **Electrification of Railways.**—The opening of the electrified Harbour Branch at Bombay was mentioned in last year's report as the first step in introducing electrification in India.

This service which has since been extended to Bandra forms only part of the various schemes at present in hand for the electrification of the suburban and main line services in Bombay which on the Great Indian Peninsula Railway include the electrification of the main and suburban line to Kalyan and of the main lines to Igatpuri and Poona, and on the Bombay, Baroda and Central India Railway the electrification of the lines between Church Gate and Borivli.

The work on the uncompleted portion of the schemes is being steadily pushed forward and it is hoped soon to inaugurate an electrified service on the whole of these sections.

There is little doubt that with the opening of these electrified services Bombay will feel a great benefit and that a better distribution of its great population may be looked for in the early future.

The re-examination of the problem of suburban traffic in Calcutta is now approaching completion and the preparation of a revised electrification scheme is in hand as a result of the decision to proceed with the construction of the Calcutta Chord Railway with a bridge across the Hooghly at Bally.

The Madras suburban traffic problem is also being dealt with. Additional tracks are being provided on the suburban section of the South Indian Railway from Madras to Tambaram, and the electrification of this section is also under investigation.

The feasibility of electrifying other portions of the South Indian Railway is also under consideration in view of the possibility of a hydro-electric supply being available for this purpose.

In view of the great benefits to be expected in railway working in South India from a hydro-electric supply the Government of India have associated themselves with the Local Government in the investigation of Hydro-Electric Supplies in Madras Presidency, and the schemes are at present being examined by Messrs. Merz and McLellan, Consulting Engineers for electrification schemes to the Government of India.

53. **Open line improvements.**—Among the more important works carried out or taken in hand during the year as improvements to facilities for handling traffic are included doubling and quadrupling of tracks, new marshalling yards and improvements to existing yards, improved water supplies, strengthening of bridges and new workshops and extensions to existing workshops. The expenditure on these works has been directed towards the better and more efficient handling of present traffic and also towards enabling the railways to meet the natural expansion of traffic. Considerable progress has been made in the programme for raising the standard of the main lines to carry the heavier trains that are now necessary. Each Railway administration is now working to a properly co-ordinated programme for strengthening and improvement of bridges and track towards definite standards, which have been laid down by the Railway Board.

Of the new open line schemes completed or in hand during the year the following are the more important:—

Assam-Bengal.

By the end of the year the Electric Power House at Pahartali was completed and fully equipped. Considerable progress was also made on the water scheme at Pahartali.

Bengal and North-Western.

The remodelling of Gorakhpur Yard and the Loco. Shed and Yard at Sonepore was completed during the year and additional loops were provided at 17 stations to facilitate the crossing of trains.

The train control system by telephone was introduced on the section Gorakhpur-Sonepore (144 miles) from 1st August 1925 and between Gorakhpur and Burhwal (133 miles) from 24th December 1925.

Bengal-Nagpur.

Between Howrah and Khargpur 11 stations were converted into 4 line stations.

The Adra and Mohuda assisting lines have been completed and the line from Anara to Kandra has been doubled.

The doubling between Cossye and Midnapur was finished during the year thus completing the double line from Khargpur to Midnapur. Similarly the doubling of the line from Gowai to Bhojudih has completed the double track between Kargali and Bhojudih.

The yards at Bhojudih, Anara and Tatanagar have been remodelled and Malkera and Khanoodih yards have been enlarged to act as small Weighment Bases.

The first instalment of the 10 years scheme for the extension of the Khargpur Workshops costing 6 lakhs is nearing completion.

Bombay, Baroda and Central India Railway.

Quadrupling between Borivli and Grant Road. This work is nearing completion and the quadrupled lines are expected to be ready for opening in June 1926.

The construction of a road overbridge at Mahalakshmi was sanctioned in December 1925.

Work on the new Loco. Shops at Dohad has been progressing favourably.

The work of rebuilding of the Bassein Bridge is nearing completion.

The remodelling of Ahmedabad yard and the construction of a road overbridge at this station is being proceeded with.

Improvements to Loco. and Carriage shops at Ajmer have been carried out during the year.

Burma Railways.

The remaining 20 miles of doubling between Pyuntza and Pyu were completed and opened for traffic. while the doubling of the main line between Pyu and Kyungun made good progress.

Prome station and yard were completed during the year and the remodelling of Pyinamana, Kemmendine and Thazi stations and yards are in hand.

The carriage and wagon shops at Mytinge were extended and remodelled and the Loco. shops at Insein are being remodelled.

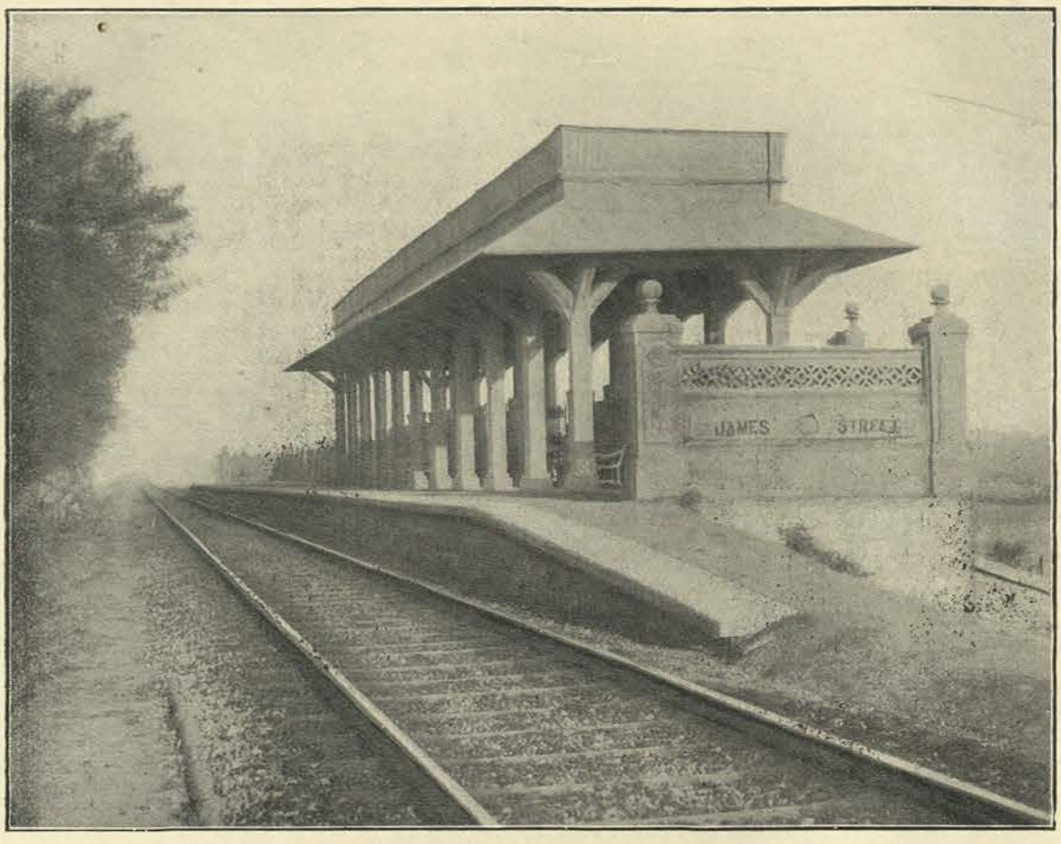
Eastern Bengal Railway.

Work on the Parbatipur-Silliguri conversion made good progress during the year and is expected to be completed by September 1926.

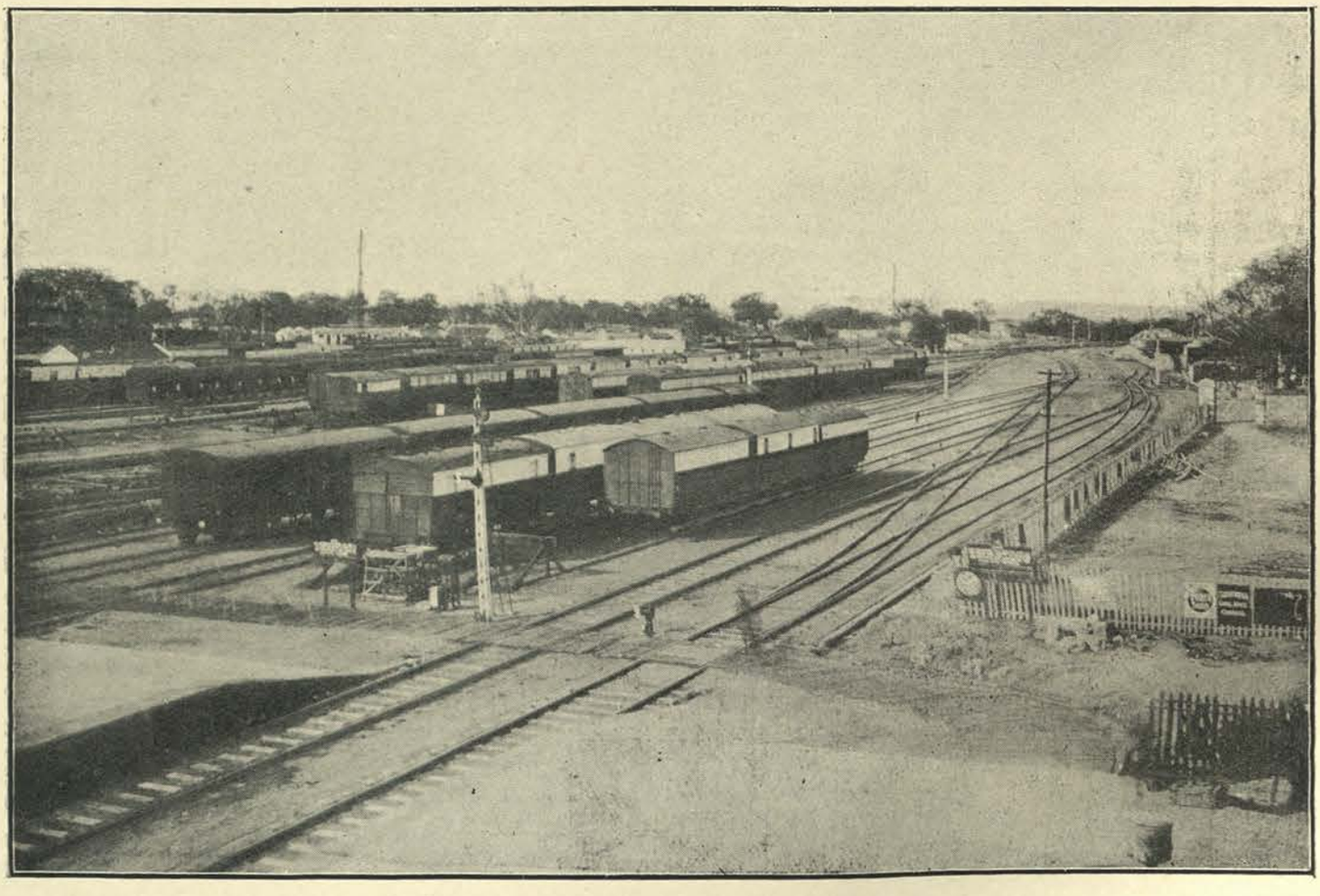
The conversion of the 2′ 6″ gauge line to Broad Gauge from Churni Ghat to Santipur, a distance of 9·81 miles was completed during the year.

Two new stations Bagerhat College on the Narrow Gauge and Oltadanga on the Broad Gauge were opened and 8 stations which had been closed to traffic were reopened.

A broad gauge connection between the East Indian at Azimganj and the Eastern Bengal at Nashipur Road for goods traffic only was effected during the year and opened to traffic on 3rd March 1926.



James Street Station, a suburban station recently rebuilt in reinforced concrete.



Secunderabad Station Yard.

A light railway from Krishnagar to Navadwip, an important pilgrim centre, was put in hand and by the end of the year 50 per cent. of the work had been completed.

Other works in progress during the year included the provision of staff quarters at Parbatipur, and the remodelling of Parbatipur, Chitpur, Cossipore, Katihar and Sealdah South.

East Indian Railway.

The doubling of the Grand Chord line between Kastha and Ganjkhwaja on the Gya-Moghalsarai section is in progress.

Extensions were carried out to the Carriage and Wagon Shops.

The work of remodelling of Lucknow Station and Yard was continued and good progress was made during the year.

Considerable work was done on the extension of Locomotive shops at Lucknow.

Works in progress included the regirdering of the Lower Sone bridge, Electric installation at Dhanbad, Gya and Moghalsarai, extension of loop Benares Cantonment to Lucknow, and improved facilities in Jherriah Coalfields.

Other works under construction or which will be taken in hand shortly include the remodelling of Howrah, Burdwan, Kusundia, Jherriah, Dhanbad, Mokameh Ghat, Moghalsarai and Ajodhya, a new down yard at Asansol and alterations to the yards at Ondal, Allahabad, Rosa, Moradabad and Lakhsar.

Great Indian Peninsula Railway.

The most important works completed during the year were the remodelling of Poona Station and the extension of the electrified services to Bandra. The work of realigning of a portion of the Bhore Ghat with the object of eliminating the Bhore Ghat reversing station was sanctioned in August 1925.

Other works in hand include the remodelling of Victoria Terminus, new tranship yard at Ghoripuri, remodelling of Mazgaon and improvement of water supply at Bhusawal.

Jodhpur Railway.

The remodelling of Merta Road yard has been completed and considerable progress has been made in the remodelling of Jodhpur and Luni, and the new Loco. Yard at Hyderabad (Sind). The main extensions to the Workshops at Jodhpur are practically complete.

Madras and Southern Mahratta Railway.

Important remodelling works taken in hand this year include a new yard at Tondiarpet, and improvements to the Central Station at Madras.

Good progress has been made on the remodelling of the Perambur Workshops, and a considerable length of relaying of permanent way has been taken in hand. Other works in progress during the year include the remodelling of Arkonam, Ghorpuri, Poona and Jalarpet, the provision of train control between Madras and Jalarpet and the reconstruction of a telegraph line between Renigunta and Guntakal.

Nizam's Guaranteed State Railway.

The interlocking of the Hyderabad Yard was completed and its electrical equipment brought into use. Good progress was made in remodelling the Workshops at Lallaguda. The Indian Institute at Lallaguda was completed and the opening ceremony was performed by the Hon'ble the Resident at Hyderabad on 17th February 1926.

North Western Railway.

The capacity of the more important single line sections has been further improved by the remodelling of wayside stations and improvement of signalling and interlocking particularly on the Raewind-Khanewal and Lahore-Rawalpindi Sections. The more important of remodelling schemes in hand are those at Rawalpindi, Amritsar, Wazirabad, Umballa, Kotri, Rohri and Khanalampura, while New Gujranwala station, the Goods Yard at Amritsar and Muzaffarnagar have been completed.

The construction of a road overbridge at Karachi is in hand. Two humps have been provided in Lahore Goods Yard. A new Divisional office has been built at Multan.

A considerable amount of work was done during the year on strengthening of bridges and relaying of tracks.

An additional length of 30 miles from Peshawar to Landikotal was brought under the Rawalpindi Train Control. The installation of Neal's Instruments on the single line between Lahore and Lalamusa was nearly completed by the end of the year and instruments are on order from England for the Raewind-Khanewal section.

A new 2,000 K. W. Turbo-Alternator, new Boiler, Economiser and additional cooling Tower at the Moghalpura Power House were completed and brought into use. This Power House now contains three 2,000 K. W Turbo-Alternator sets.

South Indian Railway.

For some time past it has been recognised that the conditions on the single line of the South Indian Railway in the Madras Suburban Area were unsatisfactory, and a comprehensive scheme for providing additional tracks and other facilities between Madras and Tambaram was sanctioned in December 1925.

Considerable progress was made in the new Broad and Metre Gauge Locomotive shops at Trichinopoly, and work was commenced on the conversion to Broad Gauge of the Erode-Trichinopoly Branch.

Vizagapatam Harbour.

In last year's report it was mentioned that the development of Vizagapatam as a major port had been sanctioned by the Secretary of State, the necessary funds being provided by the Government of India. The work of development has been entrusted to the Railway Board and with the approval of the Board of Directors they have appointed the Agent of the Bengal-Nagpur Railway as their Administrative Officer. The Board of Directors have also agreed to the use of their organisation to assist the Administrative Officer. The first section of the development sanctioned which is estimated to cost Rs. 193 lakhs includes a wharf 1,500 feet long capable of taking 3 or 4 steamers, moorings for 2 vessels in the harbour and accommodation at the oil jetty for oil tankers or oil burning steamers. The wharf will be constructed so as to give a depth of 30 feet below low water and a channel dredged to the same depth will connect up the harbour to the sea. The wharf will be provided with the necessary cranes and railway sidings. A dharmsala, waiting room and customs examination sheds will also be provided for dealing with passenger traffic.

Considerable preliminary work has been done during the year under review. Orders have been placed for a large suction dredger and a rock breaker and dipper dredger. In the meanwhile a grab dredger has been working continuously since December 1925 with the object of providing a berth for the suction dredger. A hydrographical survey of the bar and creek has been carried out and considerable work has also been done in the way of constructing bunds and providing temporary arrangements for carrying on the trade of the port during its development.

A good deal of work has been done on the necessary schemes of town planning in conjunction with which a malarial survey has been carried out of the area surrounding the harbour, and a scheme of water supply is also under investigation.

The time required for the completion of the harbour will depend on that taken for dredging and reclamation but it is anticipated that ships will be able to berth in the new harbour within five years.

An Advisory Committee has been appointed by the Government of India in order to advise the Administrative Officer and Engineer-in-Chief in the development of Vizagapatam Harbour. This Committee will also deal with questions which will arise from time to time in connection with carrying on the trade of the present port during construction in order to minimise as far as possible interference with present arrangements, and to enable the construction of the Harbour to proceed without undue delay.

The Committee was appointed on 21st January 1926 and as at present constituted consists of :—

(1) Agent, Bengal-Nagpur Railway—*Chairman.*
(2) Engineer-in-Chief, Vizagapatam Harbour Works—*Deputy Chairman.*
(3) The Director of Industries, Central Provinces.
(4) The Collector of Vizagapatam.
(5) The Port Officer, Vizagapatam.
(6) The Chairman, Vizagapatam Municipality.
(7) The Chief Engineer, Madras and Southern Mahratta Railway.

} *Members.*

and four non-official members.

54. **Terminal facilities at Calcutta.**—In order to enable future improvements in terminal railway facilities in Calcutta to be properly co-ordinated with the developments which are being dealt with by various public bodies a Committee presided over by Mr. F. C. Legge was appointed in April 1925 to report on the adequacy of existing railway lines leading into and out of Calcutta, and to submit recommendations for co-ordinated plans of improvement to meet in the most economical way the present and future needs of the public and trade.

At the same time the revision of the scheme of electrification of the lower portion of the Eastern Bengal and East Indian Railways was taken in hand by Messrs. Merz and McLellan, Consulting Electrical Engineers to the Government of India.

The report of the terminal facilities committee has been received but the whole question is closely linked up with the problem of electrification of the suburban railways and consideration of the main report must therefore await the receipt of the Consulting Engineers' Report.

55. **Terminal facilities at Bombay.**—A somewhat similar problem presents itself in Bombay and the Railway Board decided to have a comprehensive investigation made by an independent expert in order that the future development of terminal railway facilities should be co-ordinated with a view to securing for the public the most convenient railway arrangements consonant with cheap fares and charges.

Important questions have arisen connected with the operations of the Development Department and the Improvement Trust necessitating amongst other changes the removal of the Bombay, Baroda and Central India Railway terminus from Colaba and the provision of a new Terminus.

Mr. Lloyd Jones, Agent of the Nizam's Guaranteed State Railways, was selected for this enquiry and he commenced his investigation in August 1925. He was instructed to report on the requirements of trade in regard to the export and import of various classes of goods and to suggest measures for

obtaining the best possible service either by modifying the present system of working or by a readjustment of existing facilities, co-ordinating the work of the two railways and the Port Trust Railways in order that unnecessary overlapping of functions may be avoided.

Mr. Lloyd Jones was also asked to investigate the conditions as regards suburban and long distance passenger traffic taking into consideration the adequacy of existing arrangements for dealing with this traffic.

At the end of the year under review the Railway Board were awaiting Mr. Lloyd Jones' report which was under preparation and was expected shortly.

CHAPTER IV.

TRANSPORTATION AND WORKING.

56. **Operating Statistics.**—The business of a railway is so very extensive and widespread that it is difficult to take it all in unless the operations are reduced to comprehensible terms. Such terms which are universally used by railways are, train miles, engine miles, ton miles, passenger miles, etc. They represent units of work done or the movement of a train, an engine, a ton, a passenger, etc., one mile. The revised system of statistics which was introduced in 1923-24 with the object of introducing unformity in the method of compilation of the basic figures in Indian Railway Statistics has now had two years to settle down and it is possible to observe a definite improvement in the results attained. At the same time it must be remembered that statistics are not intended merely to register improvements but to set forth as clearly as possible the working of a railway in all its many spheres. Bad results brought out by statistics are as useful as good results, if not more so, in that they indicate operating or other handicaps. But the first consideration is accuracy in compilation. To this end the Railway Board have drawn up very detailed instructions for the compilation of each set of figures to ensure accuracy. It might here be mentioned that in view of the masses of figures involved the leading railways have installed modern electrically operated machines for the work of tabulating and sorting figures. These machines work on the basis of coded information punched on cards and the results show a considerable saving of labour and an acceleration in compilation.

Train and engine miles.—Statements 17 and 36 in Volume II give the train and engine miles of Class I and Classes II and III railways respectively for the years 1924-25 and 1925-26. The train miles are shown separately under passenger, mixed, goods and departmental. The engine miles are shown under shunting, assisting not required, assisting required, light and departmental. The word " departmental " means that the service is for the exclusive use of railway material or employees. Total train miles on Class I railways (Broad and Metre Gauges combined) in 1925-26 were (in thousands) 151,153 as compared with 152,717 in 1924-25. The following table shows the fluctuations in passenger and goods train miles :—

	Class I Railways. Broad Gauge.			Class I Railways. Metre Gauge.		
	1924-25. (in thousands.)	1925-26. (in thousands.)	Percentage of variations.	1924-25. (in thousands.)	1925-26. (in thousands.)	Percentage of variations.
Passenger train miles	49,084	51,787	+5·5	14,854	15,650	+5·4
Goods train miles	43,472	40,888	−5·9	14,129	14,349	+1·6

It will be noticed from this statement of train miles that passenger train miles increased by over 5 per cent. on both broad and metre gauges while the goods train miles decreased by nearly 6 per cent. on the broad gauge and increased by 1½ per cent. on the metre gauge.

Shunting engine miles.—Shunting engine miles of the two years compare as follows, shunting being reckoned at 5 miles to the hour:—

	Class I Railways. Broad Gauge.			Class I Railways. Metre Gauge.		
	1924-25. (in thousands.)	1925-26. (in thousands.)	Percentage of variations.	1924-25. (in thousands.)	1925-26. (in thousands.)	Percentage of variations.
Passenger and proportion of mixed . .	3,600	3,679	+2·2	1,425	1,500	+5·3
Goods and proportion of mixed . . .	19,538	17,543	—10·2	6,825	6,779	—0·7

These statistics are reflected in the statistical results of shunting miles per 100 train miles (or the percentage of shunting work to train work) which shows a decrease in every case. This is a welcome indication of the sustained efforts made by railways to reduce their bills for shunting.

	Broad Gauge.			Metre Gauge.		
	1924-25.	1925-26.	Percentage of variations.	1924-25.	1925-26.	Percentage of variations.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	6·65	6·46	—2·86	5·92	5·82	—1·18
Shunting miles per 100 train miles (Goods and proportion of mixed).	42·5	40·5	—4·71	32·9	32·3	—1·82

Average speed.—The average through speed of trains on the broad gauge shows an advance in the case of passenger trains from 19 to 19½ miles per hour and from 8·97 to 9·58 miles per hour in goods trains. The average through speed is the average speed of a train from start to finish inclusive of stops *en route*.

Average load.—The average gross load of goods trains on the Broad Gauge, which includes both the weight of the goods and the weight of the vehicles, shows a slight increase from 753·4 to 759·2 tons. As a result of these improvements in speed and load of goods trains the comprehensive figure of gross ton miles per train hour shows an advance of 5 per cent. from 7,027 tons to 7,401 tons.

Wagon user.—The decline in the average load on the Broad Gauge from 13·2 to 12·6 tons may be attributed to the decrease in heavy traffic (*e.g.*, grain and coal) which moves in full wagon loads. Similarly the decrease in wagon miles per wagon day from 37 to 34·2 on the broad gauge and from 31·3 to 30·8 on the metre gauge is also due to the falling off in goods traffic for with less traffic to be moved fewer wagons are used and in consequence the wagon miles are less.

Rolling stock.—The percentage of passenger vehicles under or awaiting repairs shows an improvement from 17 to 15·9 on the broad gauge and 12·6 to 12 on the metre gauge. The percentage of goods wagons under or awaiting repairs also shows a slight improvement on the broad gauge from 6·70 to 6·62.

Coal consumption.—Turning to the very important figures of coal consumption the results show a general improvement in the tons of coal consumed per thousand gross ton miles. The figures are:—

	Class I Railways. Broad Gauge.			Class I Railways. Metre Gauge.		
	1924-25.	1925-26.	Percentage of variations.	1924-25.	1925-26.	Percentage of variations.
Passenger and proportion of mixed . .	189·9	184·5	—2·84	185·2	185·2	...
Goods and proportion of mixed . . .	143·5	142·5	—0·70	155·8	154·2	—1·03

On individual railways the following improvements in the working results are noticeable :—

Eastern Bengal Railway.

On the broad gauge the average net goods train load (weight of contents) increased from 331·3 to 352·1 tons.

The goods shunting miles per hundred train miles which are bound to be high on this railway due to its short average lead and to its very high proportion of "sidings" have been brought down from 112·1 to 93·3. These figures are reflected in the comprehensive measure of goods working, net ton miles per engine hour, which have increased from 819·5 to 934·9.

On the metre gauge the goods shunting miles per 100 train miles also show a welcome drop from 69·4 to 59·9 and the corresponding passenger figure also shows a decrease from 13·9 to 11·7.

On this railway a noteworthy result of the intelligent use of statistics has been the reduction of six passenger trains each way which were proved by statistics to be unnecessary and running at a loss.

East Indian Railway.

The average speed of main line goods trains increased from 9·08 miles per hour in 1924-25 to 9·92 in 1925-26 and the average speed of all goods trains improved from 8·88 to 9·58. The average number of vehicles per main line goods train went up from 49·2 to 50·3 and net ton miles per engine hour from 1,574·9 to 1,665·1.

Great Indian Peninsula Railway.

The average number of vehicles per goods train has increased from 36·8 to 38·1. The passenger shunting miles per 100 train miles has been reduced from 5·56 to 3·94.

The train miles per day per engine in use have gone up from 132·4 to 141·0 in coaching service and from 56·5 to 68·1 in goods service.

The pounds of fuel per 1,000 gross ton miles (coaching) show a reduction from 242·1 to 222·7 and (goods) from 188·2 to 178·5 despite the fact that the consumption of coal per 1,000 gross ton miles might have been expected to go up with a fall in traffic. These results have been obtained by enforcing strict economy in the use of engine power. One effort in this connection has been the institution of the two section engine run. Instead of changing the train engine at the end of a normal run the crew only is changed and the same engine takes the train on. By this means a saving is effected in unproductive engine time such as that involved in lighting up and getting from and to shed.

South Indian Railway.

The coal consumption figures on this Railway show a distinct improvement, the figures for 1924 25 and 1925-26 being as follows :—

Passenger—

	Pounds per 1,000 gross ton miles.
Broad gauge.	
1924-25	162·1
1925-26	156·3
Metre gauge.	
1924-25	194·1
1925-26	184·2

Goods—

	Pounds per 1,000 gross ton miles.
Broad gauge.	
1924-25	138·2
1925-26	141·0
Metre gauge.	
1924-25	129·7
1925-26	123·7

The slight increase in the consumption per 1,000 gross ton miles (Goods) on the broad gauge may be attributed to the average through speed of goods trains having advanced from 9·44 to 10·6 miles per hour.

North Western Railway.

As a result of a sustained effort to cut down unproductive goods engine working this railway has been able to reduce its shunting miles per 100 train miles from 41·7 to 37·1 and its light engine miles per 100 train miles from 8·34 to 6·97. The engine miles per day per engine on the line also show a slight improvement from 47·6 to 48·9.

57. **Running of passenger trains.**—From the public point of view the punctual running of passenger trains is a most important point to which individual administrations pay very great attention. The daily running of trains is closely watched by means of reports compiled for each train supplemented by daily reports from every station on the system. These reports are carefully scrutinised in the district or divisional offices and cases of bad running looked into on the spot with a view to the eradication of the causes. The results of running are also tabulated weekly or monthly in statistical forms which are examined at the headquarters of the administration, and attention is concentrated on those portions of the line where the running of trains shows signs of unpunctuality.

On Class I Railways alone over 3,500 passenger trains of every description are run daily and while it is advisable and necessary to leave to individual administrations the details of running, the behaviour of trains as a whole during the month is reviewed periodically by the Railway Board by means of statistics furnished by Railways. In this connection it must be remembered that it is only lately that Indian Railways have been able to overtake the arrears of renewals of permanent way which during and after the War could not be tackled for financial reasons. These heavy programmes of renewals together with schemes for improvements naturally interfere very seriously with the punctual running of trains and it is by no means an easy matter to reconcile the conflicting interests.

Viewed in this light the principal results for Class I Railways for February 1926 which are given below show a satisfactory advance on those for 1925 though it is admitted that there is still plenty of room for improvement.

	Percentage of trains arriving right time or less than 10 minutes late to number of trains run.				All Trains.		
	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.	Percentage of trains arriving right time to number of trains run.	Percentage of trains arriving under 10 minutes late to number of trains run.	Percentage of trains arriving right time or less than 10 minutes late to number of trains run. (Column 6 + Column 7).
1	2	3	4	5	6	7	8
Broad Gauge.							
February 1925	62·2	75·4	94·0	77·3	61·0	19·3	80·3
February 1926	80·6	81·5	98·5	82·4	71·8	16·4	88·2
Metre Gauge.							
February 1925	67·8	71·4	95·8	84·0	64·9	12·8	77·7
February 1926	74·8	77·4	95·3	85·2	70·5	11·2	81·7

58. **Great Indian Peninsula Electric Service.**—During the year the electrified service over the Harbour Branch was increased and an additional service was opened on the Mahim Chord from Victoria Terminus to Bandra. The operation of the service was also greatly improved. Most of the major troubles always incidental to a new service have been overcome and such troubles as occur now a days are of a minor nature. These are also gradually being eliminated as the staff gain more experience of the operation of the service. The extension of the service has more than doubled the number of trains run. At the end of the year 1,096 trains were being run weekly compared with 462 up to February 1926, and of these trains an average of 93 per cent. ran right time, 5 per cent. under 5 minutes late and 2 per cent. over 5 minutes late.

59. **Through-services.**—It is interesting to note the following through-services of over 1,200 miles which are maintained by Railways in conjunction with each other. By a " through-service " is meant a journey over two or more railways without any necessity of changing :—

	Miles.	
Bombay (V. T.) to Peshawar	1,542	
Howrah to Peshawar	1,501	
Bombay (Colaba) to Peshawar	1,450	
Bombay (V. T.) to Howrah	1,349	*viâ* E. I. R.
Do. do.	1,223	*viâ* B. N. R.

Other through-services include :—

Bombay (V. T.) to Dehra Dun	1,198	
Bombay (Colaba) to Kalka (for Simla)	1,068	
Howrah to Kalka (for Simla)	1,066	
Howrah to Madras	1,022	
Sealdah to Muttra	831	
Bombay to Madras	794	

60. **Working of the wagon pool.**—The wagon pool for standard gauge railways was continued during the year under the Director of Wagon Interchange appointed by the Indian Railway Conference Association. Speaking generally there was no difficulty in meeting the demands of railways for the supply of empty wagons. On the contrary partly due to traffic remaining dull throughout most of the year and partly to improved working resulting in better " wagon user " the problem to be solved was how to dispose of the empties which to a greater or less degree were surplus on every railway.

The Car Record Section has continued to be an invaluable part of the organisation of the office. In addition to tracing individual wagons which were " wanted " for one reason or another it has been possible by means of a minute check of the results of the 1925 census together with the aid of the Junction Movement Registers maintained by the Car Record Section to bring up to date the stock registers of all railways. It has also assisted railways in effecting the periodical return of their wagons for overhaul and has considerably reduced the number of wagons which are overdue examination. Stricter attention has also been paid by all railways to the correct routing of non-pooled wagons and to speeding up the turn round of stock.

As a source of information to the Commercial Departments of railways the Car Record Section has been most useful. This fact is borne out by the increasing number of enquiries received from railways. These enquiries amounted to 1,658 during the year ending 31st March 1926 compared with 1,193 during the previous year.

The Conference of 1925 confirmed the decision that 24 hours free allowance to working Railways in respect of all wagons interchanged at Junctions should be reduced to 16 hours. All Railways see the advantage of passing interchanged wagons through the Junction within this period.

The success of Neutral Control of wagon examination at Interchange Junctions led the 1925 Conference to make the scheme permanent and to recommend its extension to other Junctions. Requests have been received by the Director of Wagon Interchange to inaugurate the scheme at almost every Broad Gauge Interchange Junction in India, and this is gradually being done.

61. **Coal Department.**—In 1925 the coal mined in British India amounted to 19,969,041 tons against 20,256,034 tons in 1924 or a decrease of 286,993 tons.

The total quantity of coal despatched from the main coalfields in India by Railways was as follows:—

	Tons.
Umaria	91,866
Singareni	298,702
Pench Valley collieries	485,768
Bengal, Bihar and Orissa collieries	18,845,096

Of this amount the East Indian and Bengal-Nagpur Railways despatched 18,579,308 tons—the East Indian Railway carried 12,868,819 tons and the Bengal-Nagpur Railway 5,710,489 tons.

Including Bunker coal, shipments from the Port of Calcutta to Indian and Foreign Ports during 1925-26 under the supervision of this Department amounted to 437,276 tons as compared with 619,522 tons in 1924-25.

Railway collieries.—The State Railways' Coal Department inspected 7,026,729 tons during 1925-26 as compared with 6,796,586 tons in 1924-25. The total output from the principal Railway-owned collieries for the last two years was:—

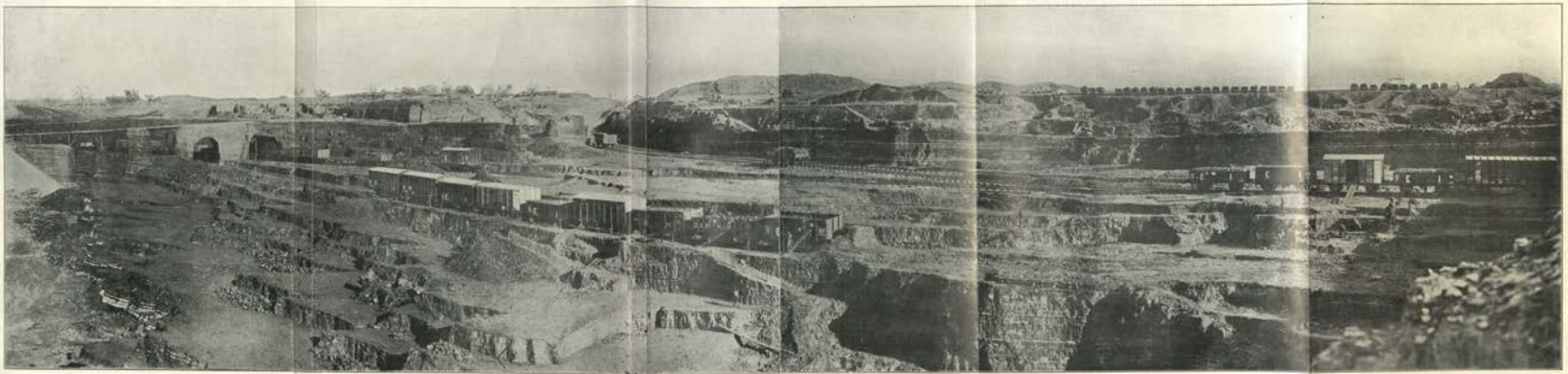
Colliery.	Owned by	Total output in tons.		Distribution in 1925-26. (In tons.)					
		1924-25.	1925-26.	E. I.	B. N.	E. B.	N. W.	G. I. P.	B. & N. W.
Bokharo-Ramgarh	E. I. & B. N.	698,852	721,376	361,353	360,023	...	...	...	...
Kurhurbaree and Serampore.	E. I.	652,645	763,622	748,995	...	4,657	8,161	...	1,673
Kargali	G. I. P.	528,845	605,439	239,193	...	5,960	...	360,286	...
Mohpani	G. I. P.	71,341	76,514	...	...	...	...	76,514	...
Swang	E. I. & B. N.	43,626	58,662	...	58,662	...	...	...	...

Kargali (*G. I. P. R.*).—During the year the Central Power station which will supply current to all the Railway collieries in the Bokharo coalfields was practically completed and all the collieries will now be gradually electrified. In other respects the colliery is complete.

Mohpani (*G. I. P. R.*).—The life of this colliery is drawing to a close and as much machinery as possible is being transferred to other Railway collieries. It is expected to close the colliery about March 1927.

Bhurkunda (*State*).—All buildings, such as offices, Workshops, Hospital, Manager's Bunglow, etc., were completed during the year and a large amount of under-ground development work in two of the Seams has been carried out. It is expected the railway connection will be completed about October.

Jarangdih (*B., B. & C. I. & M. & S. M.*).—Practically all surface buildings are completed. At the end of the year one Shaft had been sunk to the bottom of the Main Seam and the second Shaft had about 41 feet still to be sunk. The railway bridge across the Koonar River was completed and the work of laying the colliery siding was well in hand. Despatches from this colliery should start immediately after the rains are over.



Kargali Colliery, Great Indian Peninsula Railway.

Religara (*B., B. & C. I. and M. & S. M.*).—Work here was confined to the building of a few temporary quarters and the getting out of detailed plans and estimates.

Argada (*B. N. R.*).—Most of the works have been completed and protection bunds have been constructed on all sides except the western side which is about 90 per cent. complete. Quarters for skilled labour and 300 units of miner's dwellings have been completed and occupied and work on 80 more units has commenced. By the end of March 1926 about 4,000 tons of coal had been despatched and an output of 20,000 tons per month was expected to be reached shortly.

CHAPTER V.

ROLLING STOCK AND MATERIALS.

62. **Additions to equipment.**—The equipment and the net additions to equipment during 1925-26 are summarised in Summaries Nos. VIII and IX in Volume II of this report. The details for individual lines will be found in statements Nos. 10, 11, 33 and 34.

During the year the following rolling-stock including arrears of previous years was on order for the broad and metre gauge railways :—

Item.	Broad Gauge.	Metre Gauge.
Locomotives	208	94
Coaching stock	3,458	729
Goods stock	12,246	4,897

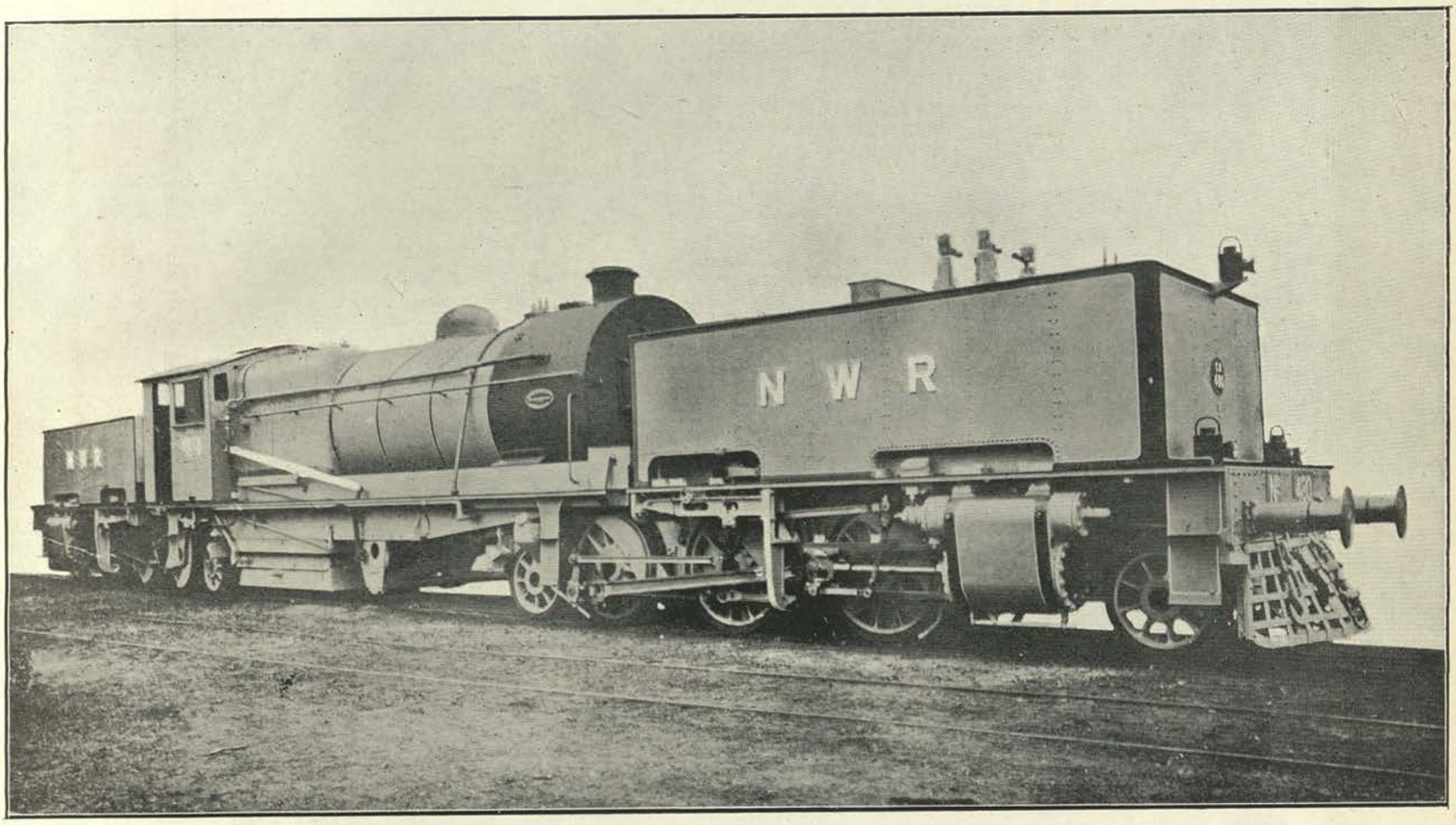
Against these orders the numbers placed on the line by the end of the year were as follows :—

Item.	Broad Gauge.	Metre Gauge.
Locomotives	170	46
Coaching stock	1,160	318
Goods stock	7,725	2,490

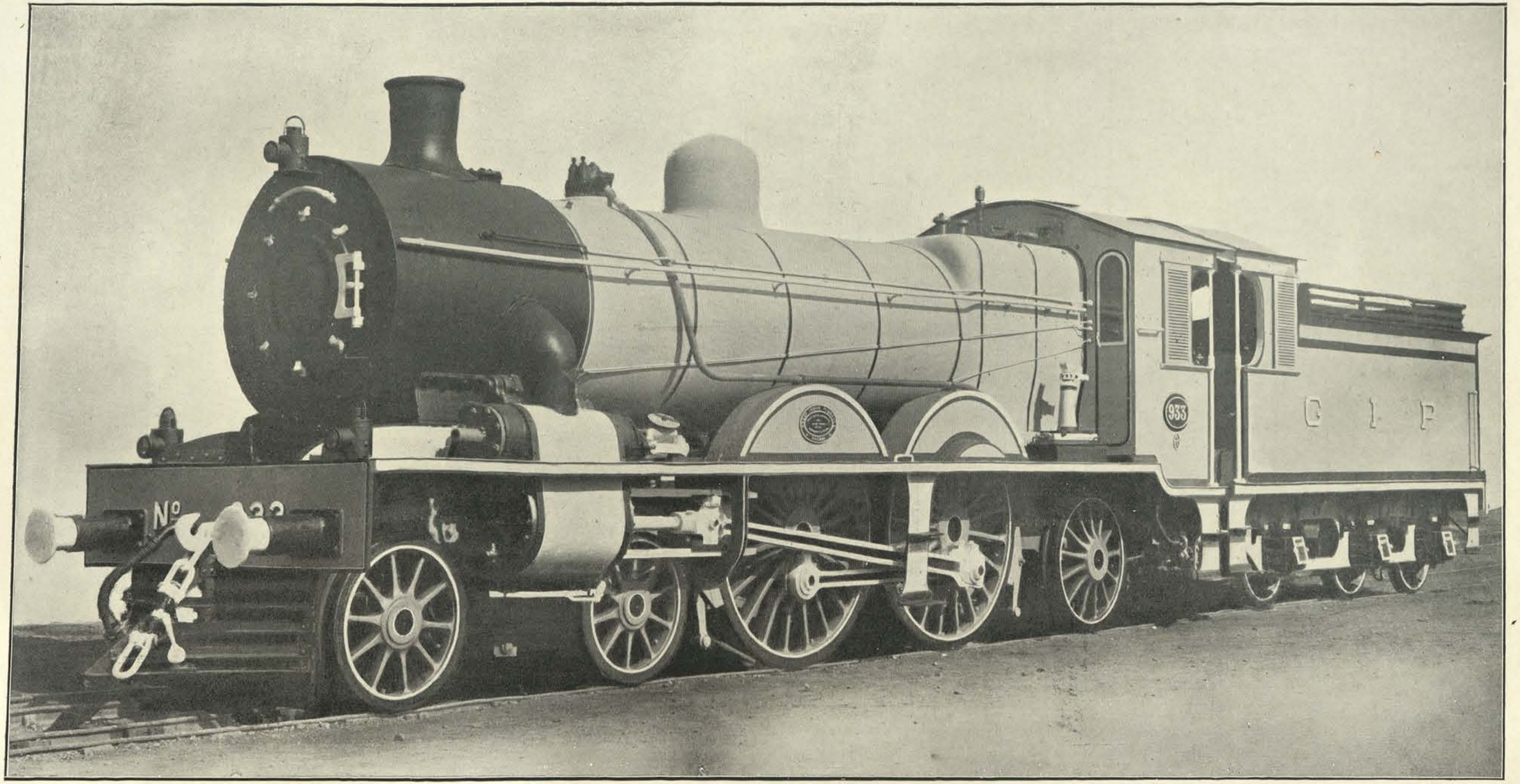
The numbers of coaching and goods stock are stated in terms of four-wheeler units. These numbers shown as placed on the line do not, however, represent the actual net additions to the rolling stock on railways, as many of the units were required to replace existing vehicles which had reached the end of their useful life.

63. The following statement shows the net additions to or reductions of rolling-stock on Class I Railways during 1924-25 and 1925-26 :—

	5′ 6″ GAUGE.		3′ 3⅜″ GAUGE.	
	1925-26.	1924-25.	1925-26.	1924-25.
Locomotives—				
Number	—18	—6	18	—4
Total increase in tractive effort in pounds, during the year.	2,099,251	1,737,252	408,190	187,144
Coaching stock—				
Passenger carriages—				
Number	139	366	—2	153
Seats.				
1st	379	145	65	80
2nd	700	604	373	—61
Inter . . .	3,607	2,511	51	377
Third . . .	28,688	33,445	2,940	11,825



Garratt Engine articulated 2-6-2, 2-6-2 type, North Western Railway.



E-I Type Engine converted to superheater, Great Indian Peninsula Railway.

	5′ 6″ GAUGE.		3′ 3⅜″ GAUGE.	
	1925-26.	1924-25.	1925-26.	1924-25.
Other coaching vehicles—				
Number	228	228	14	11
Goods stock—				
Wagons—				
Number	4,779	1,626	1,668	816
Increase in capacity in tons .	135,848	30,210	24,899	12,796
Other goods vehicles—				
Number	—397	532	291	230

From this statement it will be seen that although in numbers, taking broad and metre gauge together, the locomotives on Class I Railways remained the same during 1925-26 as in the previous year, at the same time a large number of condemned engines of low tractive effort were replaced during the year by modern engines of higher tractive effort. The net result is an increase in total tractive effort of 2 million pounds on the broad gauge and nearly ½ million on the metre gauge. In coaching stock also the net increase in the number of carriages (139 on the broad gauge) does not alone represent the increase in accommodation. A considerable number of old carriages were replaced during the year by new carriages of larger seating capacity, with the result that there was an increase in 3rd class accommodation of 28,688 seats on the broad gauge and 2,940 on the metre gauge making a total net increase of 31,628 seats. The total number of coaching vehicles, representing replacements as well as additions, placed on the line on broad and metre gauge railways during the year was 1,478 compared with 1,448 in the previous year. In addition 4,187 coaching vehicles were on order during the year and will be placed on the line in subsequent years. The actual net increase in goods wagons was 4,779 on the broad gauge and 1,668 on the metre gauge. For the same reason as has been explained above under coaching stock the net increase in capacity was 135,848 tons on the broad gauge and 24,899 tons on the metre gauge.

64. **Standardisation of equipment.**—The process of standardisation of equipment advanced during the year under the direction of the Railway Board. The work of the Locomotive Standards Committee and of the Carriage and Wagon Standards Committee mentioned in last year's report resulted in the Consulting Engineers being entrusted with the preparation of drawings and specifications preparatory to ordering a number of engines of the new types for trial and of detailed drawings for a number of new types of "Indian State Railway" wagons in supersession of the present Indian Railway Conference Association Standards.

Further a Standing Committee of Chief Engineers was formed with three Sub-Committees for the standardisation of bridges, track signalling and interlocking. The importance and urgency of effecting a greater measure of standardisation was accentuated by the transfer to the direct control of the Railway Board of the East Indian and Great Indian Peninsula Railways whereby the Board became directly responsible for the major portion of the Standard (5′ 6″) gauge railways in India.

65. **Standardisation of Locomotives.**—As the result of the reference of the recommendations on their 1924 Report to the Consulting Engineers, the Locomotive Standards Committee made certain modifications in the proposals for the adoption of new types of Locomotives. The new types were finally

accepted by the Railway Board for trial as standards for general adoption and it has been decided to order the following engines of the new types for trial on different railways :—

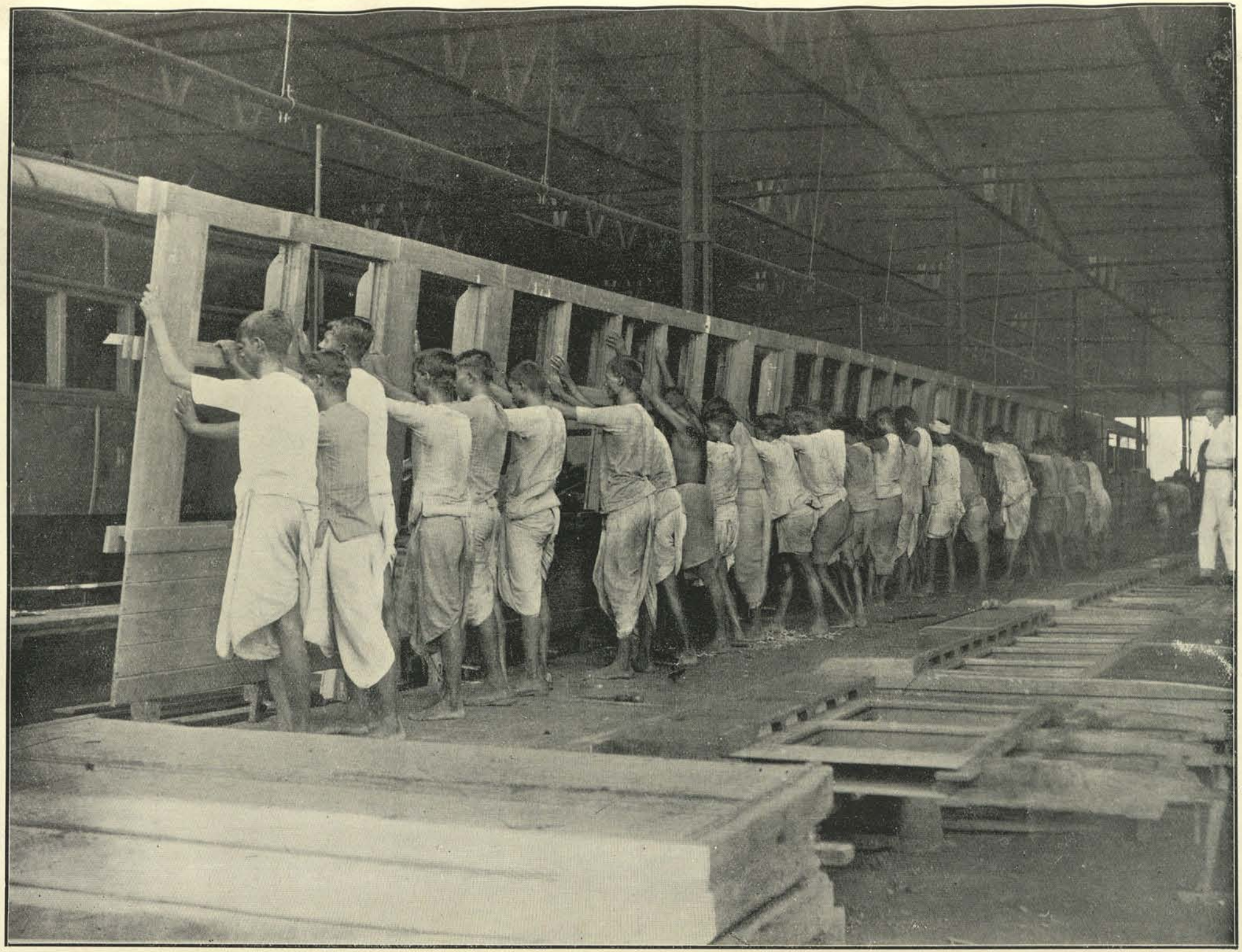
	4—6—2 TYPE.			2—8—2 TYPE.	
	Branch.	Light.	Heavy.	Light.	Heavy.
Broad Gauge . . .	6	28	12	13	14
Metre Gauge . . .	...	4	5	11	...

During the manufacture of these locomotives the Consulting Engineers will supervise the preparation of accurate standard drawings of all details assisted by a Member of the Locomotive Standards Committee.

The standardisation of Narrow Gauge (2′ 6″ and 2′ 0″) Locomotives was referred to this Committee during the year and on receipt of their proposals they were referred to the Consulting Engineers for their opinion on the types recommended.

66. **Standardisation of Rolling-stock.**—The technical committee appointed in November 1924 by the Railway Board to revise the Indian Railway Conference Association designs of coaching underframes and wagon stock and to prepare designs of any other types for which there might be a demand, is known as the Carriage and Wagon Standards Committee. The revision was necessitated owing to the fact that in some instances existing designs had not been entirely satisfactory in service, also because it was necessary to redesign all underframes to take the Automatic Centre Buffer Coupler. The report of the Committee, which was received in September 1925, was forwarded to the Locomotive and Carriage and Wagon Superintendents' Committee of the Indian Railway Conference Association and to the Consulting Engineers to the India Office for examination, and the latter were asked to prepare general drawings embodying the recommendations made. These recommendations included one new design for broad and metre gauge carriage underframes, thirteen instead of sixteen types of broad gauge, thirteen instead of twenty types of metre gauge wagons, and two new broad and one metre gauge types of special wagons. The revised drawings for the broad gauge types have since been received and examined by the Carriage and Wagon Standards Committee and their recommendations with certain modifications have been approved by the Railway Board. Instructions have issued to the High Commissioner for India to the effect that six sample vehicles and underframes of each type are to be constructed and these will be put into service to ascertain what modifications, if any, are required before the revised designs are finally approved by the Railway Board. The Carriage and Wagon Standards Committee is intended to be a permanent body. In order to prevent stagnation and ensure progressive improvements in and additions to designs of coaching and goods stock the Committee will be convened as required to report on and advise the Railway Board on suggestions made from time to time by the different Administrations.

67. **Standardisation of Permanent Way, Bridgework, Signalling and Interlocking.**—The advisability of standardising the main essentials of permanent way, bridgework, signalling and interlocking has been recognised for some time past and as the result of their increased responsibilities in regard to Standard (5′ 6″) gauge railways the Railway Board came to the conclusion that both their own requirements and those of the important Company managed Indian Railways would best be met by the formation of a Standing



Progressive Carriage Building at Lillooah, East Indian Railway, showing a complete side of a carriage being lifted into position.

Committee of Chief Engineers of Class I Railways. It was decided that the Standing Committee should have three Sub-Committees, functioning under it, which would deal in detail with (1) permanent way, (2) bridgework and (3) signalling and interlocking.

This Committee, in addition to controlling the work of the proposed standardisation Sub-Committees would control the work of the sleeper pool committee and also form a body of experts to whom important matters could be referred for advice or opinion. In so far as the work of the standardisation Sub-Committees was concerned, the duties of the Standing Committee would be (1) to act as a connecting link between the former and the Railway Board in the matter of settling the various matters to be included in the agenda for the meetings of the Sub-Committees, (2) to receive and review the reports submitted by the latter and to make recommendations thereon for the consideration and orders of the Railway Board, and (3) generally to ensure that the work of standardisation was carried out on a continuous and progressive basis.

The Railway Board's scheme met with a ready response from the Railway Administrations concerned, who agreed to place the services of their Chief Engineers at the disposal of the Railway Board, when required. The Standing Committee of Chief Engineers of Class I Railways was accordingly constituted and held its first annual meeting at Simla from the 6th to the 11th July 1925. Among other matters dealt with at that meeting, the Fundamental Rules for the constitution and procedure of the Standing Committee, which had already been drafted by a special Sub-Committee, were considered and adopted; and the first Reports submitted by the Track and Bridge Sub-Committees were received and considered.

The Track Sub-Committee was convened for the first time on the 15th January 1925 and remained in session till the 7th March 1925. At that meeting they dealt with two important subjects, namely, the standardisation of points and crossings for 5′ 6″ gauge railways and the revision of the standard dimensions of timber sleepers for the 5′ 6″, metre and 2′ 6″ gauges. Their report on these subjects was, as stated above, submitted to and considered by the Standing Committee of Chief Engineers in July 1925, and the latter referred back to the Sub-Committee the proposed standard designs of points and crossings for further consideration and modification. This Sub-Committee has also had referred to them, for necessary action, the standardisation of cast iron and steel sleepers for 5′ 6″ gauge railways, as well as a number of other questions of varying importance, ranging from the suitability of the design of the new British standard section fishplates to the merits of a number of patent devices. These matters were under consideration during the second meeting of the Sub-Committee which commenced on 8th February 1926.

The Bridge Sub-Committee met on 1st April 1925 and remained in session till September of that year. They submitted for consideration by the Standing Committee of Chief Engineers, at their meeting in July, a First Interim Report, embodying recommendations regarding the revision of the general formula for " Impact " in the case of girder bridges on 5′ 6″ gauge railways, which were generally approved by the Standing Committee. They later submitted a Second Interim Report, containing recommendations regarding the revision of the Bridge Rules for 5′ 6″ gauge railways. Proposed revised Bridge Rules, based on these two Reports of the Bridge Sub-Committee, are now under consideration by the Railway Board, under whose orders they have been circulated to all Railway Administrations, Government Inspectors of Railways, and the Consulting Engineers to the Secretary of State and the High Commissioner for India, for examination and remarks. During their first session the Bridge Sub-Committee also considered the question of the co-ordination of weight of rail with locomotive and wagon axle-loads, for both unrestricted and restricted speeds, which had been referred to them by the Standing Committee of Chief Engineers at their meeting in July, and submitted a very comprehensive and detailed report on " Track

Stresses ", which will be of great value in the future, whenever questions regarding co-ordination of weight of rail and axleload arise. This Sub-Committee are now carrying out deflection tests on metre gauge girders, with a view to formulating a revised Impact Formula and revised Bridge Rules for metre gauge railways.

68. **Investigation of Sleeper and Timber Supply.**—Arising out of the recommendation of the Sleeper Enquiry Committee 1923-24 an officer from the Imperial Forest Department has been attached to the Railway Board's organisation during the year with the designation of Timber Advisory Officer. He has been enquiring into the possibility of increasing the supply of indigenous wood sleepers by means of a more extended use of treated timbers for the purpose, and examining the best methods of putting into practice generally the recommendations of the Sleeper Enquiry Committee particularly in arranging better co-operation with the authorities owning or controlling the forests from which the main supplies of sleepers are obtained for the Railways. In connection with this work the Timber Advisory Officer has made extensive tours during the year to the principal sleeper supply centres and considerable progress has been made in improving the prospects of supply.

He has also been arranging for the institution of experiments with some of the cheaper kinds of indigenous timbers in the building of railway carriage bodies, in accordance with the recommendations that were made by the officer who investigated this matter last year. The timber for these trials is being supplied by the Forest Departments of different provinces and will be seasoned in the Forest Department's seasoning kilns at Dehra Dun and Rangoon.

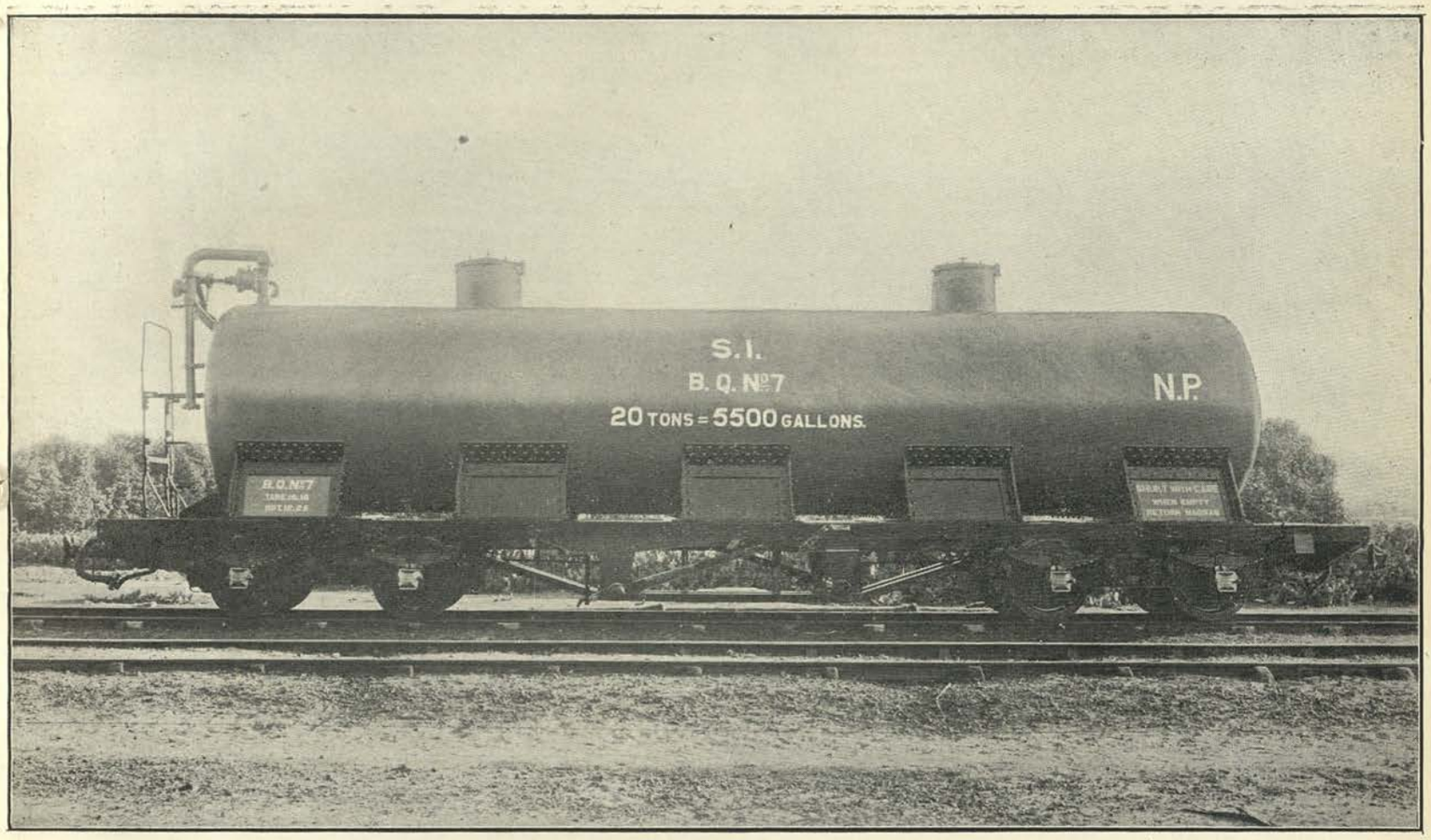
69. **State Railways Workshops Committee.**—A number of schemes aiming at improvement in the capacity of the workshops of the North-Western, Oudh and Rohilkhand and Eastern Bengal Railways in regard to repairs to locomotives and rolling-stock had been proposed and in some cases had been put in hand when the transfer to State management in 1925 of the East Indian and the Great Indian Peninsula Railways gave an opportunity of effecting economies and improving efficiency by a definite co-ordination of the work of the State Railway Workshops. At the same time improvements in workshop methods in Great Britain and elsewhere made it advisable that the whole of the workshop organisation on these railways should be overhauled and modernised. The Railway Board, therefore, appointed a Committee consisting of Sir Vincent Raven, K.B.E., formerly Chief Mechanical Engineer of the North Eastern Railway and President of the Institution of Mechanical Engineers, as Chairman, and Mr. J. M. D. Wrench, Chief Mechanical Engineer, Great Indian Peninsula Railway, lately officiating Director of Mechanical Engineering, Railway Board, as a Member. Mr. K. C. Srinivasan, an officer of the Accounts Department, with special knowledge of workshop Accounts, was attached to the Committee as Financial Assistant. Mr. R. McChesney, Technical Assistant to the Chief Mechanical Engineer, North-Western Railway, was appointed Secretary to the Committee.

The Committee was instructed to enquire into and report on :—

(*a*) The capacity or otherwise of the existing workshops of State Railways to deal economically and expeditiously with the maintenance of rolling-stock at the present time.

(*b*) The necessity or otherwise of enlarging and extending the existing workshops, man-power and machinery with a view to the maintenance of an increased quantity of rolling-stock.

(*c*) The advisability of concentrating the manufacture of spare parts in one or more of the larger workshops and to relieve the repair shops of all such manufacturing processes.



Bogie Oil Tank Wagon, South Indian Railway.

(*d*) The alternative of establishing an entirely independent workshop wherein manufacturing work could be standardised and, if necessary, such maintenance work performed as other workshops may be unable to undertake—consideration to be given to the question of the site or locality most likely to lead to economic manufacturing costs and expeditious output.

(*e*) The question of increased utilisation of Indian products in railway workshops.

(*f*) Whether the manufacture of spare parts is done at rates which shew favourable comparison with the rates at which they could be obtained from outside agencies.

The Committee commenced their work early in January 1926 and submitted their report at the end of March 1926. This report is now receiving the attention of the Railway Board.

70. **Automatic Centre Buffer Coupler.**—As a result of further investigations of the problem of converting rolling-stock for use with the Automatic Centre Buffer Coupler, it was found to be necessary to obtain a more accurate knowledge of both the expenditure and the mechanical alterations involved in converting the large number of different types of wagons and vehicles in use. It had been recognised that in some cases fundamental alterations in the underframes would be necessary but the problem owing to the wide differences in design was found to be somewhat more extensive than had been hoped. It was considered advisable to ask the Consulting Engineers to prepare detailed drawings and estimates of the alterations required to be carried out to each of the various types of 5′ 6″ gauge stock now in use before proceeding to establish conversion depots for fitting the Automatic Centre Buffer Coupler to the existing stock. The grant for the work voted by the Assembly was accordingly not utilised during the year.

In the meantime, railways were instructed to continue to experiment with various types of automatic couplers and transition devices. A senior Mechanical Engineer was placed on special duty to co-ordinate and collate the results of trials which were still proceeding at the close of the year.

71. **Supply of rails and structural steel from indigenous sources.**—The year under review was the 6th year of the Railway Board's 7-year contract with Messrs. The Tata Iron and Steel Company, for the supply of rails and fishplates to the State-worked Railways and the last year of the Company-worked Railway contracts. The total demands of the State-worked Railways, to be supplied during the year 1925-26, amounted to 52,206 tons and orders for the entire quantity were placed with the Steel Company. The demands of the Company-worked Railways for which orders were placed with the company amounted to 69,535 tons, orders for the balance having been placed abroad. Of these demands the Steel Company were able to supply 47,694 tons to the State-worked Railways and 66,227 tons to the Company-worked railways, leaving a balance of 4,820 tons, which was carried forward to the year 1926-27.

The pre-existing arrangement with the Company for supply of steel, other than rails, to State-worked railways under which the price per ton was fixed every quarter at an average c.i.f. landed price *plus* duty less Rs. 7-8 per ton of imported steel, was allowed to continue to 31st December, 1925. It was settled in communication with the Company that, thereafter, the State-worked railways should call for tenders as and when necessary in the usual way, opportunity being given of course to the Steel Company to tender in rupees in India.

72. **Bounties for Wagons.**—In August 1925, the Railway Board issued simultaneous call for tenders in England and India for 6,539 wagons to meet

the combined requirements of Indian Railways during the year 1926-27. They, at the same time, asked the Indian Stores Department to let the Railway Board have an estimate of the manufacturing capacity of the wagon-building firms in India, before the 10th of November 1925, the date on which the tenders were to be opened.

As bounties were to be paid on wagons manufactured in India during the year 1926-27, in accordance with the terms of Section 4 of the Steel Industry (Protection) Act, 1924, it became necessary to consider what amount would be available for bounties on orders placed in India for delivery in 1926-27 and this gave rise to a difficulty.

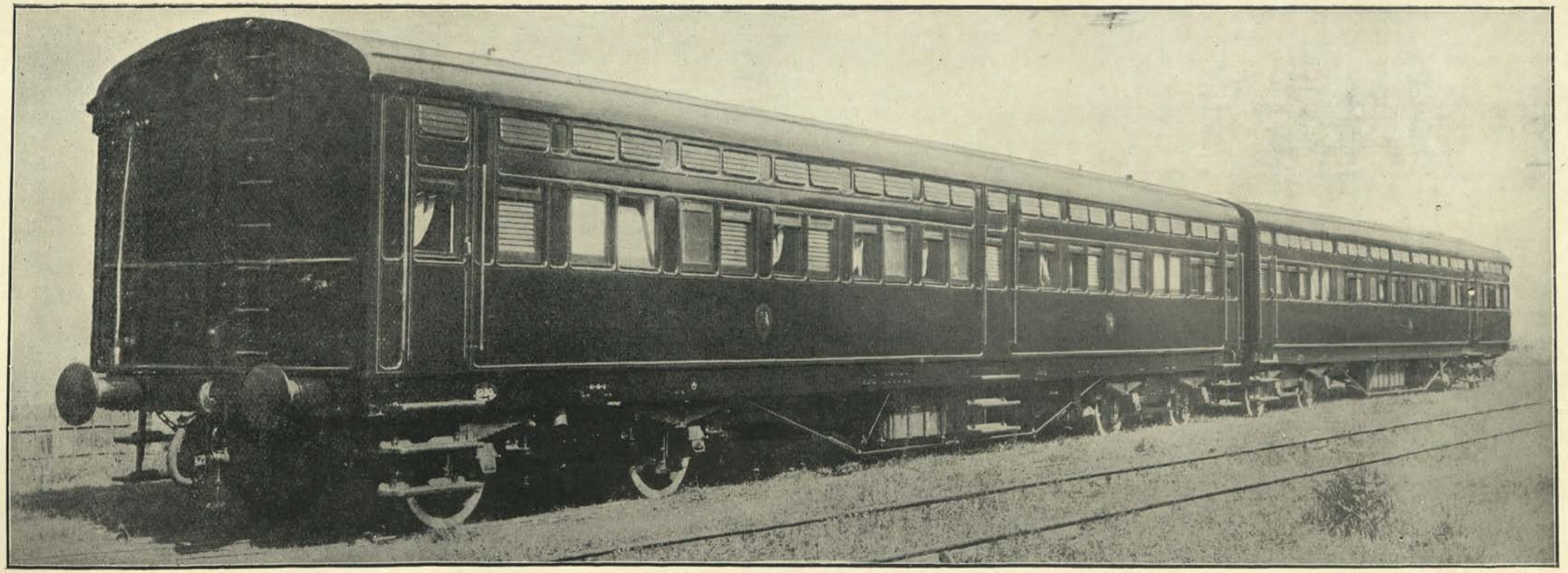
The Steel Industry (Protection) Act, authorised the payment of not more than 7 lakhs of rupees by way of bounties upon wagons during each of the three years 1924-25, 1925-26 and 1926-27, but, as explained in the last report, only Rs. 2,85,600 could be paid by way of bounties during the year 1924-25 and the balance, *viz.*, Rs. 4,14,400, of the permissible total bounty in that year lapsed as the Act did not provide for the carry forward of an unspent balance from one year to another. During the year 1925-26, payment by way of bounty was limited to Rs. 7 lakhs, but the amount due to be paid during that year on wagon orders placed under the bounty scheme, aggregated Rs. 10,73,400. It was, therefore, necessary to carry forward the excess over Rs. 7 lakhs on these orders, *viz.*, Rs. 3,73,400: into the year 1926-27, thus reducing the bounty money available on wagons to be delivered against new orders during the year 1926-27 to Rs. 3,26,600. This amount was considered insufficient for payment of bounties on further orders that might be placed with the wagon-building firms in India for manufacture during the year 1926-27, and in the circumstances it was considered necessary that legislation should be undertaken to increase the bounty money available for payment on orders to be placed for supply during the year 1926-27. Consequently it was proposed that legislation should be undertaken to utilise the lapse of Rs. 4,14,400 which occurred in 1924-25, for purposes of payment during 1926-27, in addition to the amount available, *viz.*, Rs. 3,26,600 after payment on orders previously placed. But there was insufficient time to undertake the desired legislation and, as an alternative, a resolution was introduced and passed in the autumn session of the Legislative Assembly of 1925 authorising Government to pay by way of bounties Rs. 21 lakhs during the three years 1924-25 to 1926-27 both inclusive, without any limitation on payment during any one of the three years. This enabled the Government to increase the balance of bounty money available during 1926-27 by the amount short spent in the year 1924-25, thus increasing the amount of bounty to be paid during 1926-27 to Rs. 7,41,000.

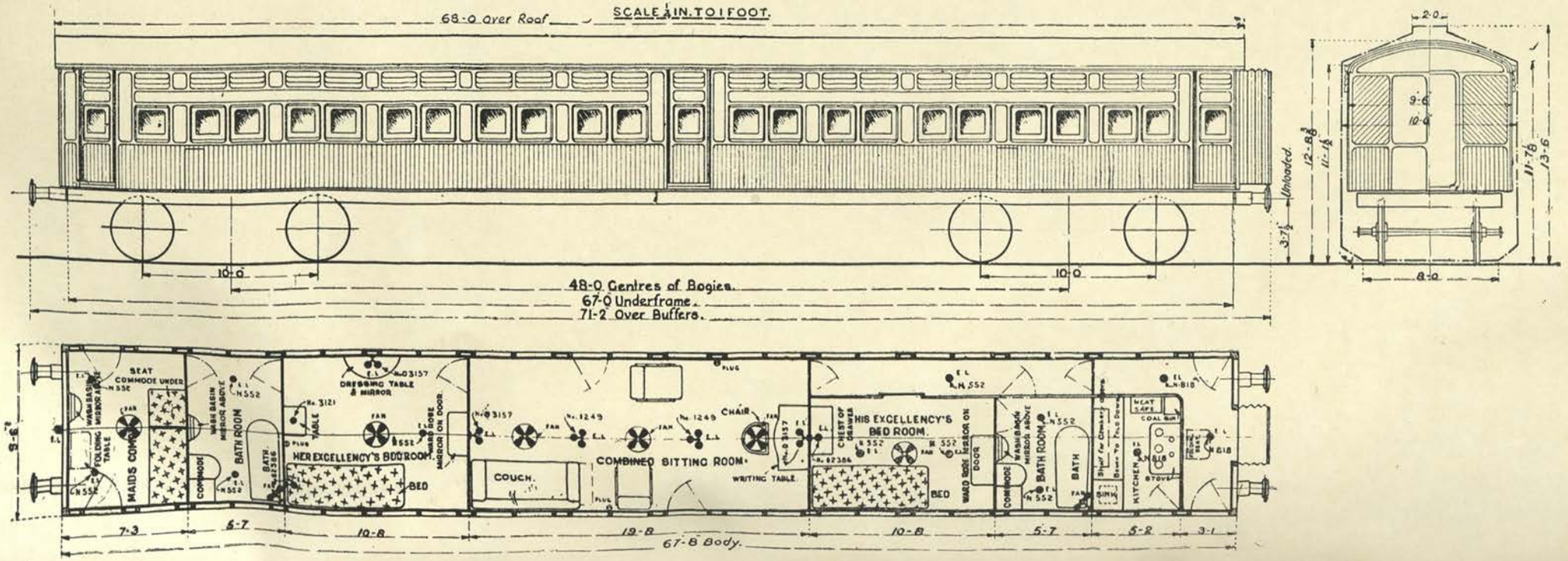
This amount was utilised in full in placing orders for 351A-1, 1143A-2, 1426 C-1 and 324 C-3 wagons with Indian wagon building firms.

Subsequently section 4 of the Steel Industry (Protection) Act, was amended, and is now as follows :—

> " The Governor General in Council may pay by way of bounties * * * in respect of iron or steel wagons and of underframes for railway carriages ordered after the 31st day of March, 1925, and before the first day of April, 1927, by any such Railway Administration, such sums not exceeding in the aggregate a sum of nineteen lakhs and forty thousand rupees, as he thinks fit."

73. **Steel Coaches.**—Investigation into the question of the prevention of overcrowding in passenger trains led the Board during the latter part of the year 1924-25 to the conclusion that, to meet the increased passenger traffic offering and anticipated, some special steps were necessary to accelerate the increase of coaching stock, especially lower class stock on the East Indian and North-Western Railways. The provision that had been made in the budget for 1925-





H. E. The Governor of Bengal's Saloon and his Staff Saloon, Eastern Bengal Railway.

26 had been limited by the potential building capacity of these two railways, and there were already arrears on the building programmes of previous years. In order to relieve the situation therefore it was decided to provide a number of additional passenger units by obtaining steel coaches from abroad instead of following the usual practice of building coaches with wooden bodies in India. Sanction was accordingly given to obtain 11 rakes for the East Indian Railway on Renewal Account in replacement of old low capacity stock and 11 rakes for the North-Western Railway on Capital Account. Each rake will consist of 10 bogie coaches equivalent to 20 four-wheeled units, and will furnish seating accommodation for approximately 1120 lower and 35 upper class passengers. It was found that these coaches could be erected in Railway Workshops without interfering with the programme for building passenger stock of wooden bodies.

In order to give effect to this proposal as soon as possible the Railway Board placed the matter before the Standing Finance Committee in June 1925 and obtained their approval to the necessary expenditure in addition to the expenditure voted by the Assembly in the Budget. These rakes are estimated to cost Rs. 98,36,505 out of which Rs. 53.60.815 will be chargeable to Capital. Indents were sent forward last year and it is expected that the contract will be completed by about the middle of 1926, which will enable these vehicles to be put into service before the end of the year 1926-27.

74. **Electric Headlights for Locomotives.**—Electric headlights on locomotives have been in use on most of the railways to some extent for a number of years and initial difficulties connected with their use have been largely overcome.

The additional security which has been obtained in night running has been almost universally recognised and the Railway Board has finally decided to make their use universal. They have therefore issued orders that as a safety measure on State-worked railways electric headlights shall be provided by all Railway Administrations on all locomotives working mail, passenger, or mixed trains, whether on double or single line sections by 31st March 1928. This decision, however, does not extend to branch lines where trains are infrequent and run at slow speeds.

The total number of mail, passenger and mixed engines belonging to Class I Railways equipped with electric headlights, at the end of the year under review was 716 out of an average number in daily use on such services of 2,200.

75. **Value of railway materials purchased.**—The value of materials purchased by Indian Railways in 1925-26 was 23·30 crores as compared with 20·83 crores in 1924-25 excluding coal, stone, bricks, lime, etc., and other locally purchased stores. The purchases in India and from abroad are shewn in the statement appended from which it will be seen that the principal increases were 1·04 crores for rolling-stock and 84 lakhs for tools, stores and permanent way. The value of materials purchased in India shews an increase particularly in the case of rolling-stock, the value of which advanced from 37 lakhs to 98 lakhs. This figure, however, does not include expenditure on the building of coaching stock bodies all of which is undertaken in railway workshops, the expenditure on spare parts and fittings for rolling-stock also manufactured in railway workshops, and the expenditure on wagon building in the workshops of the Bombay, Baroda and Central India Railway, the Bengal and North-Western Railway and the Burma Railways. Nor is the expenditure on structural and other engineering works completed '*in situ*' taken into account. It is intended in future years to embody this information in the Annual Report.

76. During the year the railways bought from the Tata Iron and Steel Company 109,850 tons of steel rails and 4,071 tons of fishplates, at a cost of Rs. 1,44,83,464.

Statement showing value of stores purchased under principal headings.

Headings.	Value of imported material.			Value of indigenous materials.	Total purchases, 1925-26.	Total purchases, 1924-25.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.			
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Rolling-stock	5·52	0·66	6·18	0·98	7·16	6·12
Tools and stores	0·81	2·73	3·54	3·22	6·76	6·36
Permanent way	1·29	0·32	1·61	4·28	5·89	5·45
Electric plant	0·72	0·54	1·26	0·01	1·27	1·11
Building and station materials and fencing	0·23	0·52	0·75	0·17	0·92	0·61
Bridge work	0·43	0·07	0·50	0·04	0·54	0·51
Workshop machinery	0·45	0·15	0·60	...	0·60	0·45
Engineer's plant	0·01	0·09	0·13	0·03	0·16	0·22
TOTAL	9·49	5·08	14·57	8·73	23·30	20·83

CHAPTER VI.

STAFF.

77. **Number of staff.**—The total number of employees on all Indian Railways at the end of the financial year 1925-26 was 741,860 as compared with 745,216 in the previous year. This decrease of 3,356, it is interesting to note, occurred in a year in which the route mileage increased by 340 miles.

The following table shows the number of employees on 31st March 1925 and 1926 divided among the various communities :—

Year.	Europeans.	Statutory Indians.				Grand Total.
		Hindus.	Muslims.	Other classes.	Total.	
1924-25 * . . .	5,567	542,430	164,389	32,830	739,649	745,216
1925-26 . . .	4,986	534,474	166,365	36,035	736,874	741,860

* Revised figures.

78. **Cost of staff.**—The following statement shows the cost of all the staff employed on Class I Railways (excluding Jodhpur Railway) during the years 1924-25 and 1925-26 :—

Railway System.	1924-25.	1925-26.
	Rs.	Rs.
Assam-Bengal	35,97,779	51,48,420
Bengal-Nagpur	2,63,72,735	2,75,18,436
Bengal and North-Western	67,90,257	70,76,187
Bombay, Baroda and Central India	4,13,66,581	4,28,31,328
Burma	1,37,98,830	1,46,58,207
Eastern Bengal	*2,19,20,529	2,25,88,468
East Indian	*6,50,73,066	6,04,92,713
Great Indian Peninsula	*5,20,04,002	5,46,71,533
Madras and Southern Mahratta	2,25,83,292	2,41,70,197
Nizam's Guaranteed State.	53,70,297	54,97,257
North-Western	5,44,90,103	5,09,67,481
Rohilkund and Kumaon	15,40,679	16,16,099
South Indian	1,61,44,604	1,72,26,648
Total .	33,10,52,754	33,44,62,974

* Revised figures.

These figures of cost include not only the total pay of the staff but their allowances (other than travelling allowances), gratuities and provident fund bonuses. With the exception of the East Indian and North-Western Railways all the railways show small increases in expenditure in 1925-26 which is due partly to increments under the time scale of pay and partly to payments on account of Lee Commission Concessions to Company-managed Railways.

The increase in the Assam-Bengal Railway is mainly under construction due to the large programme now in hand. The decrease in the East Indian is accounted for mainly by the transfer of the Naini-Jubbulpore section to the Great Indian Peninsula from the 1st October 1925, and is counterbalanced by an increase in the latter. The decrease in the North-Western Railway is chiefly due to the labour unrest among the workshop staff at the beginning of the year and to subsequent short time working.

79. **Recruitment and Training of Officers.**—In paragraph 96 of the Administration Report for 1924-25 a reference was made to a provisional report prepared by the Railway Board on the subject of the recruitment and training of Railway Officers in India. This matter continued to occupy the attention of the Board during the year and formed the subject of discussions with the Central Advisory Council and the Agents of State-managed Railways. The report was finally completed in November 1925 and submitted to His Majesty's Secretary of State for India for approval.

80. The scheme of recruitment and training contained in the report aims at the larger recruitment of Indians to the extent of 75 per cent. of the vacancies in the cadres of State-managed Railways. It deals with the three main classes of staff, *viz.*, (1) Civil Engineers, (2) Mechanical Engineers and (3) Transportation and Commercial Officers, employed on railways, laying down qualifications and a scheme for their recruitment and training. Under this scheme candidates for the Civil Engineering and Transportation and Commercial Departments who must be the holders of certain specified degrees after selection by Provincial Quota Committees will be required to compete at a qualifying examination which will include an oral test. Successful candidates for the Engineering Department will be appointed on 3 years' probation during which they will undergo one year's practical training, comprising Workshop practice and Survey and Construction Works. At the end of the period of probation they will be required to pass a final practical examination prior to confirmation.

Candidates selected after the examination for the Transportation and Commercial Departments will be similarly appointed on 3 years' probation during which they will be required to go through a course of training comprising practical work on railways and instruction at the Railway School of Transportation. At the conclusion of the course of training, probationers will have to pass a final examination for confirmation.

For the Mechanical Engineer appointments (including those in the Power Branch of the Transportation Department) a system of special apprenticeship is proposed. Applications are to be invited by advertisement and selection will be made from candidates who have passed either the I.Sc., I.A., or Senior Cambridge examinations. Selected candidates will undergo a course of training in Railway Workshops (both practical and theoretical) for a period of 3 years; this period of Workshop training will be followed by a 2 years' higher Mechanical Course in the Bengal College of Engineering, Sibpur for candidates required for the Mechanical Department, or a further 2 years' practical training in the Running Department for candidates required for the Power Branch of the Transportation Department. Thereafter selected apprentices to the required number will be sent to England to go through a prescribed course of training both practical and theoretical for two years; at the end of which they will be required to qualify for either the A.M.I.C.E. or A.M.I.M.E. During the entire apprenticeship period both here and in England the apprentices will be allowed suitable stipends.

Officers for the Stores Department will be selected from amongst suitable officers trained in the Civil and Mechanical Engineering Services.

81. **Indianisation.**—The following statement shows by Class I Railways the number of Gazetted Officers on State-managed Railways and officers of corresponding rank on Company-managed Railways on the 1st April 1926 as compared with 1st April 1925. Full details of the numbers by departments will be found in Appendix F which also contains similar information relating to subordinates on scales of pay rising to Rs. 250 per mensem and over.

Statement of gazetted officers on State-managed Railways and officers of corresponding rank on Company-managed (Class I) Railways (excluding Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1926 as compared with 1st April 1925.

Name of Railway.	1st April 1925.						1st April 1926.						Increase + Decrease —					
		Statutory Indians.						Statutory Indians.						Statutory Indians.				
	Europeans.	Hindus.	Muslims.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Other classes.	Total.	Grand Total.
A. B.	52	6	1	2	9	61	50	7	1	5	13	63	—2	+1	..	+3	+4	+2
B. N.	170*	27	5	19	51	221*	172	30	6	14	50	222	+2	+3	+1	—5	—1	+1
B. & N. W.	55	3	1	..	4	59	59	4	1	..	5	64	+4	+1	..	..	+1	+5
B. B. & C. I.	159*	14	..	21	35	194*	153	20	..	23	43	196	—6	+6	..	+2	+8	+2
Burma	90*	3	..	12	15	105	95	4	..	16	20	115	+5	+1	..	+4	+5	+10
E. B.	79*	31	3	12	46	125	82	38	2	15	55	137	+3	+7	—1	+3	+9	+12
E. I.†	227	49	12	26	87	314	219	48	12	37	97	316	—8	—1	..	+11	+10	+2
G. I. P.	175*	18	5	23	46	221	194	25	7	21	53	247	+19	+7	+2	—2	+7	+26
M. & S. M.	122	15	1	6	22	144	121	22	2	10	34	155	—1	+7	+1	+4	+12	+11
N. W.	192*	60	13*	28	101	293*	197	66	21	34	121	318	+5	+6	+8	+6	+20	+25
R. & K.	12	1	..	..	1	13	12	1	..	..	1	13	..	..	..	..	..	..
S. I.	93	17	1	3	21	114	106	22	1	5	28	134	+13	+5	..	+2	+7	+20
Railway Board and Miscellaneous Officers.	59*	8*	3*	14*	25*	84	49	7	3	18	28	77	—10	—1	..	+4	+3	—7
Total	1,485*	252	45	166	463	1,948*	1,509	294	56	198	548	2,057	+24	+42	+11	+32	+85	+109

* Revised figures.
† Includes O. & R. Railway.

Statement showing percentages of total officers employed.

	Eastern Bengal, East Indian, Great Indian Peninsula and North Western Railways.		Total Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways).	
	1st April 1925.	1st April 1926.	1st April 1925.	1st April 1926.
Europeans	70·62	67·98	76·23	73·36
Statutory Indians—				
Hindus	16·58	17·38	12·94	14·30
Muslims	3·46	4·13	2·31	2·72
Other classes	9·34	10·51	8·52	9·62
Total	29·38	32·02	23·77	26·64

Taking all the railways together the percentage of Indians filling Gazetted Officers' posts increased from 23·7 per cent. to 26·6 per cent. On the 4 State-managed lines, the increase was from 29·4 to 32 per cent. Taking the North-Western Railway which is the largest line alone 38 per cent. of the superior posts are now held by Indians.

82. **Vacancies among Officers and how filled.**—In accordance with an undertaking given in the Legislative Assembly by the Honourable Member for Railways in February 1926 a detailed statement will be found in Appendix G of this Report (Volume I) showing the number of appointments created and vacancies which occurred among officers of gazetted rank on State-managed Railways and of corresponding rank on Company-managed Railways and how they were filled during 1925-26. Summarised, the figures are as follows:—

	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of vacancies not filled up during the year.	Net number of vacancies filled during the year.	Filled by				
						Europeans.	Statutory Indians.			
							Hindus.	Muslims.	Other classes.	Total.
Agency	4	4	..	..	8 (*b*)	1	1	2	..	3
Engineering	99	61	10	18	132	75	46	6	5	57
Transportation (*a*)	18	14	..	7	25	16	5	..	4	9
Commercial	1	2	..	1	2	2	..	..	..	..
Mechanical	4	22	..	2	24	18	5	..	1	6
Stores	2	12	..	8	6 (*c*)	3	1	..	1	2
Other Departments	10	21	..	5	26	17	5	..	4	9
TOTAL	138	136	10	41	223(*b*) & (*c*)	132	63	8	15	86

Percentage Europeans to total number of vacancies filled—60·6.
Percentage Statutory Indians to total number of vacancies filled—39·4.
(*a*) Includes figures of commercial departments in the case of B., B. & C. I. and M. & S. M. Railways.
(*b*) Four vacancies filled by officers transferred from Engineering, Traffic and Audit Departments.
(*c*) One vacancy filled by transfer of an officer from Electric Department.

The number of net vacancies appearing under "Engineering" is more than half the total number of net vacancies and is due to the large programme of Railway Construction at present in hand. The percentage of Europeans appointed during the year to the total number of vacancies was 60·6. The policy of Indianisation was accepted by the Company-managed lines late in the year and the effect of the acceptance of the policy has not been fully reflected in the figures for the year 1925-26.

On the State-managed lines the percentage of Europeans was 56·1. This high figure has been due mainly to the following causes:—

(*a*) Owing to the large construction programme in hand a very large number of posts of temporary Engineers had to be created and for these posts it was very necessary to obtain if possible men of experience. The first efforts were confined entirely to obtaining Engineers for this purpose in India and a few of these men so obtained were Europeans; it was then found necessary to complete requirements by recruiting in England.

(*b*) Owing to the absence of training facilities in this country very few qualified Indians were available for appointment to the Mechanical Department. In their Resolution No. 2058-E. of 15th July 1926, the Government of India have introduced a scheme for the recruitment and training of Indian youths for this Department, and when apprentices recruited under that scheme become qualified for employment the figures are expected to show a gradual improvement in respect of recruitment of Indians.

(*c*) The figure for the Transportation Department includes several Europeans who were engaged by the late Great Indian Peninsula Railway Company before the Railway was taken over by the State.

Technical School, Jamalpur, East Indian Railway.

Officers for the Stores Department will be selected from amongst suitable officers trained in the Civil and Mechanical Engineering Services.

81. **Indianisation.**—The following statement shows by Class I Railways the number of Gazetted Officers on State-managed Railways and officers of corresponding rank on Company-managed Railways on the 1st April 1926 as compared with 1st April 1925. Full details of the numbers by departments will be found in Appendix F which also contains similar information relating to subordinates on scales of pay rising to Rs. 250 per mensem and over.

Statement of gazetted officers on State-managed Railways and officers of corresponding rank on Company-managed (Class I) Railways (excluding Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1926 as compared with 1st April 1925.

Name of Railway.	1st April 1925.						1st April 1926.						Increase + Decrease —					
		Statutory Indians.						Statutory Indians.						Statutory Indians.				
	Europeans.	Hindus.	Muslims.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Other classes.	Total.	Grand Total.
A. B.	52	6	1	2	9	61	50	7	1	5	13	63	—2	+1	..	+3	+4	+2
B. N.	170*	27	5	19	51	221*	172	30	6	14	50	222	+2	+3	+1	—5	—1	+1
B. & N. W.	55	3	1	..	4	59	59	4	1	..	5	64	+4	+1	..	..	+1	+5
B. B. & C. I.	159*	14	..	21	35	194*	153	20	..	23	43	196	—6	+6	..	+2	+8	+2
Burma	90*	3	..	12	15	105	95	4	..	16	20	115	+5	+1	..	+4	+5	+10
E. B.	79*	31	3	12	46	125	82	38	2	15	55	137	+3	+7	—1	+3	+9	+12
E. I.†	227	49	12	26	87	314	219	48	12	37	97	316	—8	—1	..	+11	+10	+2
G. I. P.	175*	18	5	23	46	221	194	25	7	21	53	247	+19	+7	+2	—2	+7	+26
M. & S. M.	122	15	1	6	22	144	121	22	2	10	34	155	—1	+7	+1	+4	+12	+11
N. W.	192*	60	13*	28	101	293*	197	66	21	34	121	318	+5	+6	+8	+6	+20	+25
R. & K.	12	1	..	..	1	13	12	1	..	..	1	13	..	..	..	..	..	..
S. I.	93	17	1	3	21	114	106	22	1	5	28	134	+13	+5	..	+2	+7	+20
Railway Board and Miscellaneous Officers.	59*	8*	3*	14*	25*	84	49	7	3	18	28	77	—10	—1	..	+4	+3	—7
Total	1,485*	252	45	166	463	1,948*	1,509	294	56	198	548	2,057	+24	+42	+11	+32	+85	+109

* Revised figures.
† Includes O. & R. Railway.

Statement showing percentages of total officers employed.

	Eastern Bengal, East Indian, Great Indian Peninsula and North Western Railways.		Total Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways).	
	1st April 1925.	1st April 1926.	1st April 1925.	1st April 1926.
Europeans	70·62	67·98	76·23	73·36
Statutory Indians—				
Hindus	16·58	17·38	12·94	14·30
Muslims	3·46	4·13	2·31	2·72
Other classes	9·34	10·51	8·52	9·62
Total	29·38	32·02	23·77	26·64

In the first place to get a clear idea of the part which Chandausi is playing and is to play in the Transportation School Scheme it is necessary to review briefly that scheme as a whole.

The marked development in the science of transportation and the equipment of railways, and the insistent demand for reduced rates and fares together with the increase in operating expenses which post-war conditions have imposed in every quarter of the globe, have brought prominently into view the need for increased efficiency in working, or in other words for obtaining the maximum use from the material available. It follows that not only must the material be of the best but that a higher standard must be obtained from the staff who have to handle it, and it is to meet this problem, that the Railway Board have devised a system of Transportation Schools which will give the staff much fuller instruction in transportation duties than has been attempted hitherto. The scheme is being applied in the first instance to the State-worked Railways but it is anticipated that, as it develops, the Company-worked Administrations will see the advantages it offers and the desirability of participating therein and starting similar schools of their own.

Briefly the foundation of the proposal is a system of " Area Schools." That is the State Railways are to be divided into " Areas " conforming more or less with the existing divisions between the different lines, and for each Area there will be a school, which will provide the primary education in transportation of the railway staff. The schools at present proposed will be situated at :—

(1) Gomoh . . . . . for the E. B. R. and Eastern Divisions of the E. I. R.

(2) Chandausi . . . . for the Western Divisions of the E. I. R. and the Eastern Divisions of the N. W. R.

(3) Bina or Betul . . . . for the G. I. P.

and (4) Lyallpur . . . . . for the Western Divisions of the N. W. R.

A temporary school at Bina is under formation and the scheme for having a larger school for the Great Indian Peninsula Railway at Bina or Betul is under consideration. The existing Telegraph School at Lyallpur is also being developed into an Area School. A scheme for having a school at Gomoh instead of the existing East Indian Railway Training School at Asansol is also being formulated.

84. These schools will have two distinct functions :—

(*a*) The training of " Probationers " who have not yet commenced their railway service, and

(*b*) the provision of periodical " Refresher " courses for those already in the railway service, certificates being granted on the results of each course.

In considering the training of probationers it must be borne in mind that a general education is no part of the scheme, which deals purely with railway subjects, but generally speaking the selected candidates will have read up to the matriculation standard. For the present men for the Traffic and Commercial sides only will be taken. These fall into three groups :—

(1) The Station master group comprising telegraph signallers, assistant station masters and station masters. These men will be given a course which will not exceed ten months and may be less (depending on the ability of the candidate) in telegraph signalling with, in addition, some instruction in assistant station masters' duties both on the Traffic and on the Commercial sides.

(2) The Commercial group, comprising coaching and goods clerks, will have a three to four months course in coaching and goods duties and also some instruction in traffic working.

Indian Apprentices Hostel, Jamalpur, East Indian Railway.

Officers for the Stores Department will be selected from amongst suitable officers trained in the Civil and Mechanical Engineering Services.

81. **Indianisation.**—The following statement shows by Class I Railways the number of Gazetted Officers on State-managed Railways and officers of corresponding rank on Company-managed Railways on the 1st April 1926 as compared with 1st April 1925. Full details of the numbers by departments will be found in Appendix F which also contains similar information relating to subordinates on scales of pay rising to Rs. 250 per mensem and over.

Statement of gazetted officers on State-managed Railways and officers of corresponding rank on Company-managed (Class I) Railways (excluding Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1926 as compared with 1st April 1925.

Name of Railway.	1st April 1925.						1st April 1926.						Increase + Decrease —					
		Statutory Indians.						Statutory Indians.						Statutory Indians.				
	Europeans.	Hindus.	Muslims.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Other classes.	Total.	Grand Total.
A. B.	52	6	1	2	9	61	50	7	1	5	13	63	—2	+1	..	+3	+4	+2
B. N.	170*	27	5	19	51	221*	172	30	6	14	50	222	+2	+3	+1	—5	—1	+1
B. & N. W.	55	3	1	..	4	59	59	4	1	..	5	64	+4	+1	..	..	+1	+5
B. B. & C. I.	159*	14	..	21	35	194*	153	20	..	23	43	196	—6	+6	..	+2	+8	+2
Burma	90*	3	..	12	15	105	95	4	..	16	20	115	+5	+1	..	+4	+5	+10
E. B.	79*	31	3	12	46	125	82	38	2	15	55	137	+3	+7	—1	+3	+9	+12
E. I.†	227	49	12	26	87	314	219	48	12	37	97	316	—8	—1	..	+11	+10	+2
G. I. P.	175*	18	5	23	46	221	194	25	7	21	53	247	+19	+7	+2	—2	+7	+26
M. & S. M.	122	15	1	6	22	144	121	22	2	10	34	155	—1	+7	+1	+4	+12	+11
N. W.	192*	60	13*	28	101	293*	197	66	21	34	121	318	+5	+6	+8	+6	+20	+25
R. & K.	12	1	..	..	1	13	12	1	..	..	1	13	..	..	..	..	..	..
S. I.	93	17	1	3	21	114	106	22	1	5	28	134	+13	+5	..	+2	+7	+20
Railway Board and Miscellaneous Officers.	59*	8*	3*	14*	25*	84	49	7	3	18	28	77	—10	—1	..	+4	+3	—7
Total	1,485*	252	45	166	463	1,948*	1,509	294	56	198	548	2,057	+24	+42	+11	+32	+85	+109

* Revised figures.
† Includes O. & R. Railway.

Statement showing percentages of total officers employed.

	Eastern Bengal, East Indian, Great Indian Peninsula and North Western Railways.		Total Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways).	
	1st April 1925.	1st April 1926.	1st April 1925.	1st April 1926.
Europeans	70·62	67·98	76·23	73·36
Statutory Indians—				
Hindus	16·58	17·38	12·94	14·30
Muslims	3·46	4·13	2·31	2·72
Other classes	9·34	10·51	8·52	9·62
Total	29·38	32·02	23·77	26·64

masters of important stations, inspectors from the various branches of the Transportation Department, running shed foremen, traffic controllers, and occasionally senior drivers and train examiners.

The course comprises instruction in :—

General rules for working traffic,
Practical train passing and control,
Vacuum brake,
The principles of the locomotive,
Station accounts and Coaching and Goods clerks duties,
Telegraph office supervision, and
Statistics and Railway Organisation.

(2) The Junior Class, maximum number 28, period including examination 30 days, comprise station masters and assistant station masters, etc., drawing less than Rs. 200 per mensem, with instruction in :—

General rules for working traffic,
Practical train passing,
Vacuum brake,
Wagon construction,
Station accounts and Coaching and Goods clerks duties, and
Telegraph including theory of instruments.

(3) The " Area " Class, which is the first step towards the formation of the Chandausi Area School, maximum number 25 (drawn from the Chandausi " Area "), period including examination 23 days. Station masters of small stations, assistant station masters, and relieving assistant station masters instructed in :—

General rules for working traffic,
Practical train passing,
Theory of telegraphic instruments, and
Telegraph signalling (refresher work).

88. The accommodation for instruction provided consists of—

(1) The Transportation Traffic School, of which the most important feature is a complete $2\frac{1}{2}''$ gauge model railway, operated by electrically driven locomotives, controlled by signals, with ten stations of different types, complete with double and single line block instruments, interlocked lever frames, signals, points, point locking gear, detectors, compensators, etc.

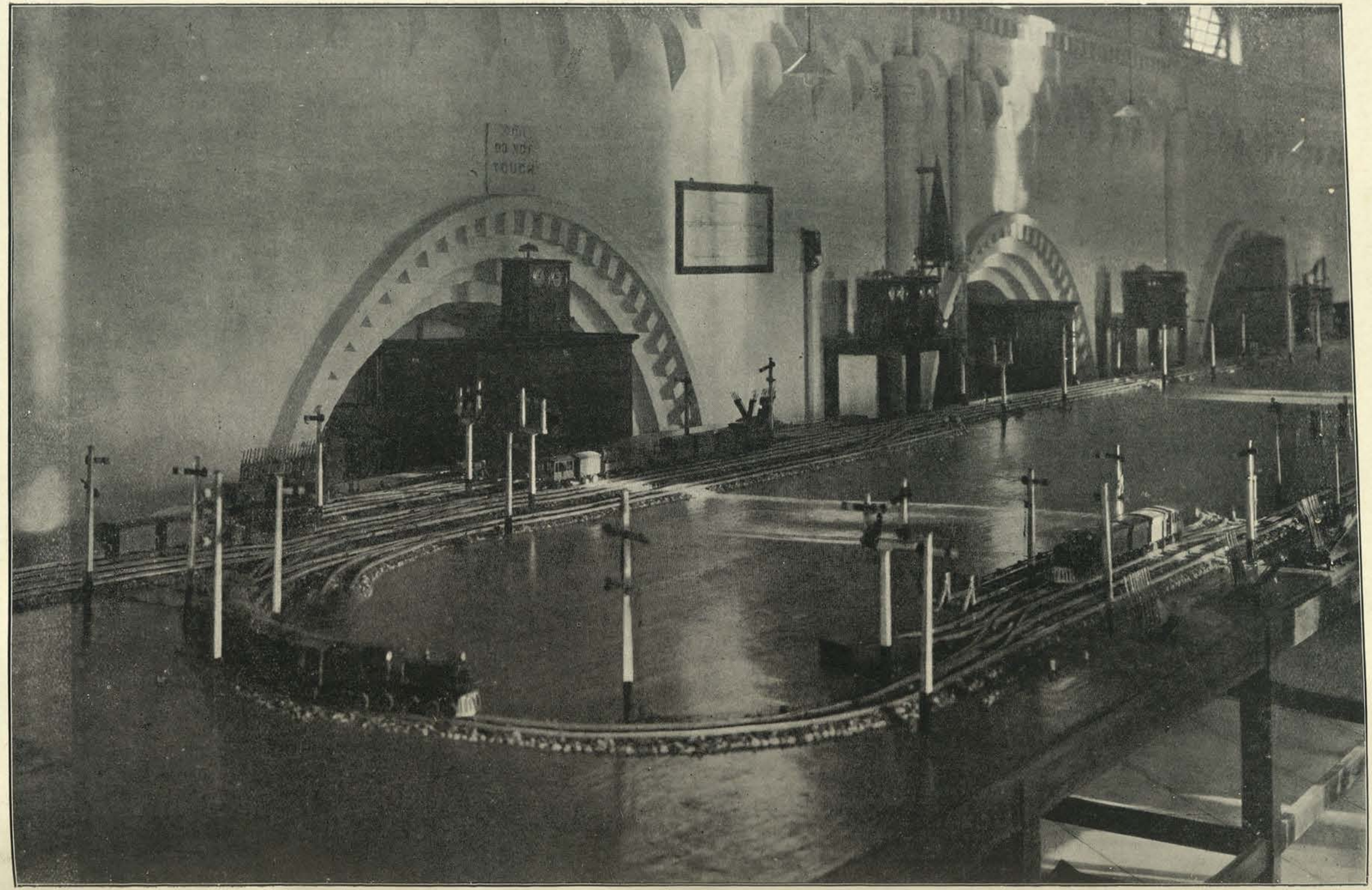
There is also a full sized facing point lay-out with two cabins controlling the signals and all details complete.

(2) The Locomotive and Carriage School, with apparatus for demonstrating the working of the vacuum brake, sectioned locomotive fittings, valve gear models and train lighting apparatus.

(3) The Commercial School, and

(4) The Telegraph School complete with the necessary instruments, batteries, etc.

A competent staff of instructors has been provided. On the average the railway employee under instruction attends four lectures of an hour each daily. In addition he has to put in a certain amount of private study, and experience shows that the men are exceedingly keen with the satisfactory



Block Signalling School, Madras and Southern Mahratta Railway.

result that the percentage of failures to pass the concluding examinations has been very small. It is also found that the results of inter-railway competition and exchange of ideas are of considerable value.

89. During the period of residence in the school it is endeavoured to make the men as comfortable as possible. Each man is provided with a furnished room, electrically lit, where he can study as well as sleep. The rooms are of two types according as the occupant draws less or more than Rs. 200 a month. The school has its own electricity supply, an excellent water supply, and a well thought out scheme of sanitation. The grounds cover nearly a hundred acres where tennis, cricket, and football or hockey are provided for. Provision is also made for washing clothes and disinfecting. There is a school dispensary and a sub-medical officer who is under the supervision of the Civil Surgeon, Moradabad.

With Europeans, Anglo-Indians, Mahomedans and Hindus from all parts of India to cater for, the messing arrangements present a somewhat difficult problem. The method adopted is to place the whole of the catering in the hands of an Indian contractor, and on the whole this has worked well; but the complications will be understood when it is mentioned that it has been necessary to arrange for no fewer than nine different kitchens. In the case of the senior students separate messes are provided for Officers, European Subordinates, Mahomedan Subordinates and Hindu Subordinates. In the case of the Junior and Area Classes separate messes are provided for—

(*a*) Hindus who prefer to eat at tables,

(*b*) Hindus who prefer to eat on the ground,

(*c*) Hindus who cook their own food, and

(*d*) Mahomedans.

In conclusion it may be stated that while the Railway Board fully realise that the theoretical education provided at Chandausi can never be sufficient in itself or take the place of practical experience, it is confidently hoped that as a supplement to practical experience it may prove of very real value, and enable the Indian Railway man to attain to that high standard of efficiency which is so vitally necessary to the successful working of the Indian Railways under modern conditions.

90. **The Madras and Southern Mahratta Railway Block Signalling School.**—The Madras and Southern Mahratta Railway Block Signalling School was opened on the 2nd of January 1925, with a view to giving facilities to members of the staff to extend their knowledge of Railway working. It has served for the last year as a training ground for station masters, guards and signalmen.

The equipment consists of a model miniature railway with stations of all the important types existing on this Railway. This model railway allows of all kinds of operations being demonstrated with miniature trains. Stations are fully equipped with working lever frames, points, signals and slotting arrangements. There are nine stations, each station having its own particular method of working.

The lectures and demonstrations cover a wide range of subjects including the principles of signalling and block working, the general rules, station accounts, marshalling of trains and in fact all matters directly connected with the working of trains. They are intended to turn out men with a good practical as well as theoretical knowledge of the working of the railway machine and ready to apply their knowledge to any emergencies which may arise.

Courses are limited, as far as possible, to twenty men at a time and the following have been given throughout the year :—

	Courses.
Assistant station masters	6
Guards	4
Signalmen	2

Courses for assistant station masters last 6 weeks, for guards and signalmen 3 weeks.

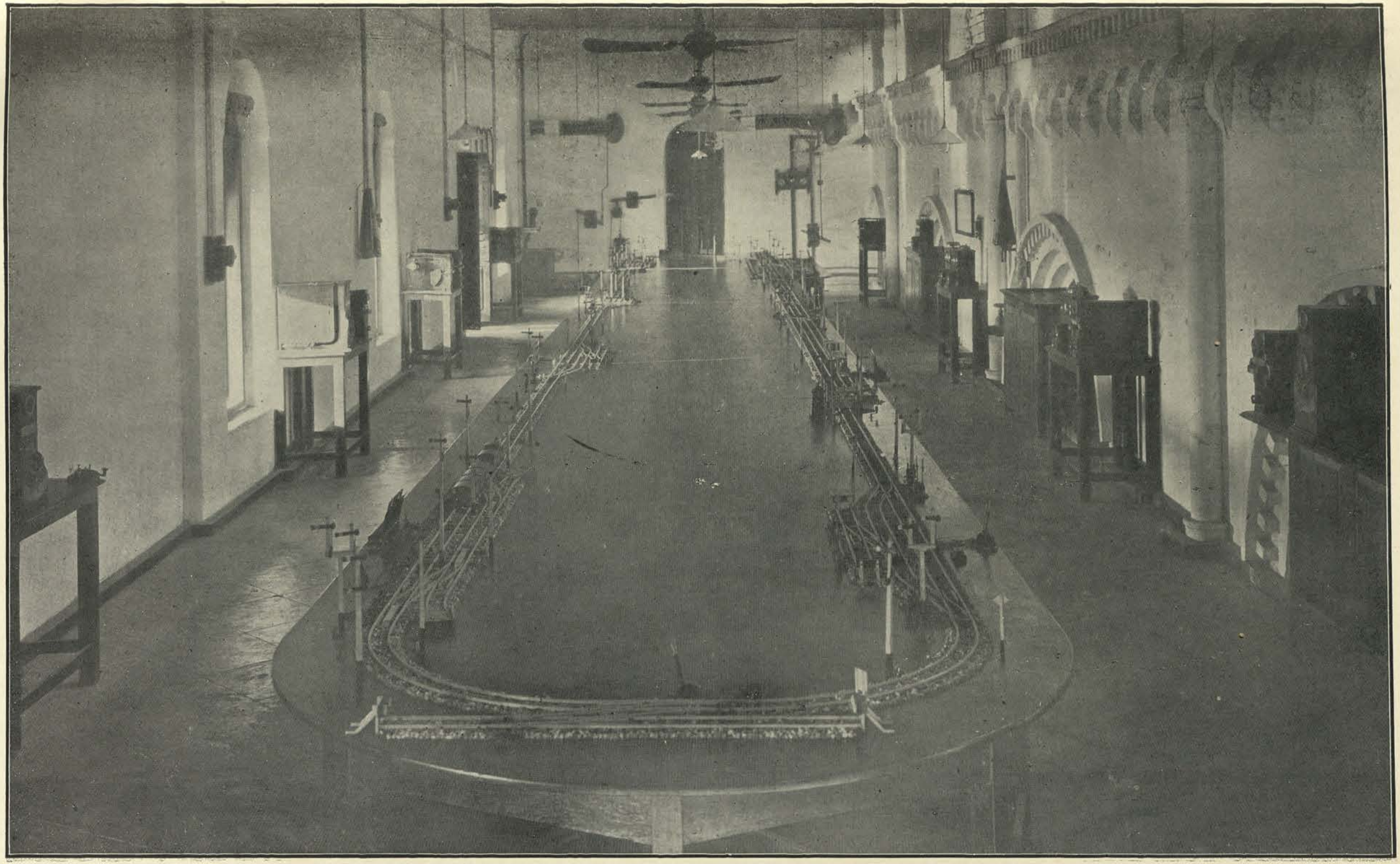
In addition to these courses voluntary courses of lectures on the principles of signalling and interlocking have been given in the evenings to junior officers and head office clerks.

Examinations are held at the end of each course and men are sent back to their districts with a very much broader and more vivid idea of the general working of the railway than they get by going through the whole of their training on their own district.

91. **Strikes.**—With the exception of the strikes on the North-Western and Bengal and North-Western Railways, there were no strikes of any importance during the year under review. The strike on the North-Western Railway began on the 26th March 1925 and ended about the third week of June 1925. The strike was restricted almost entirely to the illiterate Indian subordinates and lower paid staff. The number of men affected was about 20,000. The alleged cause of the strike was the discharge of a fitter of the Loco. Shops at Rawalpindi.

The trouble on the Bengal and North-Western Railway which commenced on the 20th May 1925 and ended on the 13th June 1925, arose in connection with alleged ill-treatment of one of the Engineering employés at the hands of his Assistant Engineer. About 3,500 men of the Engineering Department, Loco. Workshops and Shed staff went on strike.

92. **State Railway Provident Fund.**—By the passing of the Provident Fund Act, which came into force on the 1st April 1926, the Government contribution which is added to the subscriber's own contribution to his Provident Fund cannot be forfeited unless he has resigned his employment within 5 years of its commencement or has been dismissed from his employment for reasons specified in the Rules of the Fund. The necessary amendments will accordingly be made in the Rules for the State Railway Provident Fund.



Block Signalling School Madras and Southern Mahratta Railway.

CHAPTER VII.

MISCELLANEOUS.

93. Improvements and amenities for the travelling public.—In accordance with the custom of the last two years an account is given below of the progress made by each railway in the direction of improvements and amenities for the travelling public. It will be seen that 80 additional waiting-rooms or sheds at existing stations were opened during the year, and that the accommodation in 23 sheds was increased. Eleven Indian refreshment rooms and 44 vendors' stalls were opened during the year but the Indian dining car running on the Mehsana-Wadhwan Section (metre gauge) of the Bombay, Baroda and Central India Railway had to be discontinued as it was not well patronised.

Assam-Bengal Railway.

Two Up and two Down shuttle trains commenced running on Sundays only from June 1925 between Tinsukia and Naharkatya. One Mixed train was introduced from 1st July 1925 to run in each direction between Moriani and Tinsukia.

Arrangements for a better supply of water for passengers have been made at several stations, and the water is sterilised by chlorogen.

Separate hotels and tea-rooms for Hindus and Muhammadans have been provided at 2 stations and vendors' stalls have been erected at other stations.

At Akhaura Junction a new station building is being built with ample 3rd class waiting accommodation. A new 3rd class waiting hall has been built at Chittagong.

Bengal and North-Western Railway.

From 2nd December 1925 two extra trains were introduced between Gorakhpur and Nautanwa consequent on the opening of the Pharenda-Nautanwa extension.

During the year 35 extra bogie inter and 3rd class carriages have been put into traffic with seating accommodation for 2,678 3rd class passengers and 102 inter class passengers. The latrines of all new bogie 3rd class carriages have been fitted with electric light and an additional water cock has been supplied in inter and third class bogie carriages.

Hydrants for the convenience of passengers have been provided at Chowkaghat and Rajatalab stations, an electric pump has been installed at Sonepore and a well has been sunk at Savan Kachery.

Indian refreshment rooms were opened during the year at Barauni Junction and Gonda and a vendor's shop has been provided at Aunrihar Junction.

Third class waiting sheds have been provided at Begusarai and Azamgarh stations and waiting-rooms for Indian ladies have been supplied at Raxaul and Azamgarh. A waiting-room for 1st and 2nd class passengers has been provided at Mashrak.

The passenger platform at Tulsipur has been extended.

The sanitary arrangements for Melas at Ballia have been improved by the erection of 4 sets of latrines.

A booking office and a parcel godown have been provided in the 3rd class shed at Bahraich.

Bengal-Nagpur Railway.

A sum of Rs. 21,000 has been expended during the year in improving the drinking water-supply arrangements at stations.

Foodstalls and kitchens have been opened at seven stations and a sum of Rs. 34,000 has been spent on providing waiting-rooms at various places. Pilgrim Serais have also been provided at Purulia, Adra and Khargpur.

The general design of future bogie 3rd class carriages which are now under construction has been modified with a view to improving the facilities and comforts of passengers. The principal improvements are as follows:—

Each carriage is divided into 4 compartments, 2 large and 2 small.

All compartments are provided with bundle racks and upper berths.

Each carriage is provided with 6 latrines lit by electric light, 2 for each of the large compartments and one for each of the small compartments. Each set of 3 latrines is provided with an overhead water tank with a capacity of 200 gallons thus giving each passenger approximately 4 gallons of water.

Burma Railways.

An additional local train was introduced in each direction during the year between Taungzun and Martaban, Rangoon and Pegu, and Pyinmana and Taungdwingyi.

The carriage building programme during the year has been devoted to the rebuilding of carriages that were in a poor condition and in this connection opportunity was taken to replace the panel shutters, concerning which there have been complaints, by Louvre shutters.

Platform hydrants have been erected at 2 stations on the Rangoon district and further hydrants were in the course of erection at 17 other stations.

Vendors' stalls were in course of erection at some 30 stations.

Increased waiting accommodation has been provided at 15 stations and extensions to waiting sheds at 3 stations on the Pegu-Moulmein Branch are in hand.

Bombay, Baroda and Central India Railway.

On the broad gauge system additional local trains as required have been put on the Bombay Suburban Section. An extra passenger train has been introduced between Bulsar and Broach, and a local train between Baroda and Ahmedabad has been extended to and from Viramgam.

Owing to the overcrowding of the Gujrat Mail in view of the fact that the Kathiawar Express was taking 2½ hours longer than the Mail between Bombay and Ahmedabad it was found necessary to run two mails from 1st October 1925; the Gujrat Mail to and from Ahmedabad and the Kathiawar Mail to and from Viramgam. The traffic was thus divided equally between the two trains. This had the desired effect and the public considered the new arrangement to be a distinct improvement.

On the metre gauge system Sind Mails were introduced between Ahmedabad and Marwar Junction *en route* to and from Hyderabad. A parcel train running between Ajmer and Ahmedabad in each direction was converted into a mixed train and made available for carrying passengers. Mixed trains running between Ujjain and Fatehabad Chandrawatigunj were extended to and from Mhow.

The system of providing passengers with cool drinking water in running trains by means of travelling Hindu watermen during the hot weather was continued. A few more watermen have been put on at certain stations where they were considered necessary.

Vendors' stalls have been provided or were in course of construction at 10 stations.

Waiting sheds and extensions to waiting sheds were under construction at 11 stations.

The provision of facilities for the supply of food on trains and its supervision by special Indian Catering Inspectors, which was mentioned in last year's report, has been continued but the Indian Dining Car running on the Mehsana-Wadhwan Section (metre gauge) was discontinued as it was not well patronised.

Three new flag stations have been provided at Gora, Ghuma, Khambhada and Kanbha.

Inter class accommodation has been made permanent on certain trains between Agra Fort and Cawnpore and between Delhi and Bhatinda, and has been provided on 35 Up and 36 Down between Agra Fort and Kathgodam.

Eastern Bengal Railway.

On the broad gauge 2 Up and 2 Down additional local trains were put on between Calcutta and Baruipur; and on the metre gauge one Up and one Down mixed trains which used to run between Katihar and Kasba, were extended to and from Jogbani.

During the year a new type of suburban rake was built which was a considerable advance in the matter of accommodation on those previously turned out. This new rake seats 970 passengers as against 664 in the old type, the increase being mainly in the 3rd class, *i.e.*, from 490 to 780. 25 coaches were built during the year with small compartments to enable parties travelling together to engage a compartment to themselves. In the new carriages the luggage racks have been raised 5", thus considerably improving the seating accommodation by giving more head-room.

Rs. 21,000 have been spent in improving the water-supply for passengers. These improvements in addition to increasing the number of water taps on platforms have chiefly been in the shape of the provision of Ashford Tube Wells at 11 stations.

An Indian refreshment room was under construction at Katihar and vendors' stalls were provided at several stations.

Some Rs. 67,000 have been spent on extra booking facilities, improvements to station approaches, the provision of stone benches in 3rd class waiting halls at 48 stations, new or extensions to existing waiting halls, shelters on island platforms and the raising or widening of platforms. Waiting rooms for Indian ladies have been provided at 8 stations.

During the year 46 lower class bogies were converted from gas to electric lighting. At the end of the year the position was that out of 25 suburban rakes 22 were electrically fitted and the remaining 3 will shortly be similarly equipped.

Of the total passenger stock on the railway 78 per cent. of the broad gauge and 51 per cent. of the metre gauge have now been converted to electric lighting and the remainder will be converted as soon as the necessary equipment can be obtained.

East Indian Railway.

Twenty additional passenger trains were introduced during the year and ten other trains extended.

Drinking water facilities were increased at some 30 stations and a special compartment was set apart on the principal express and passenger trains carrying drinking water for passengers.

A Hindu refreshment room was opened at Howrah during the year and a Muhammadan refreshment room at Moghalsarai.

Waiting rooms for Indian ladies were opened at Seohara, Moradabad and Ahmadpur. Waiting halls or sheds for 3rd class passengers were built at 10 stations and at Bareilly the waiting shed on the island platform was extended. Reflooring was carried out in the waiting rooms at 23 stations and in the waiting sheds at 10 stations.

Other improvements carried out during the year include foot over-bridges at Burhee and Futwah; 3rd class booking offices at Jherriah and Asansol and an extra window to the booking office at Dhanbad. At 4 stations the platform was extended. Latrines were constructed at 7 stations.

During the year 137 passenger bogies all lit with electricity were added to the stock and put into traffic; of these 100 were entirely for inter or 3rd class passengers, 12 were luggage or miscellaneous vans, 22 were 1st and 2nd class bogies, and 2 were composite bogies carrying 1st, 2nd and inter class. 29 lower class bogies were converted from gas lighting to electricity during the year.

Great Indian Peninsula Railway.

An electric train service between Bandra and Victoria Terminus was introduced from 3rd February 1926. The service was increased as necessary and at the end of the year 39 trains were being run up and down daily.

Hindu and Muhammadan refreshment rooms were provided at Poona and food or tea stalls were provided at 14 stations.

New 3rd class waiting sheds were provided at 7 stations and the waiting sheds mentioned in last year's report as under construction were completed and opened at 21 stations. New waiting-rooms for Indian passengers were opened at Nagpur and Poona.

Parcel trains have been provided with 3rd class carriages to enable passengers to travel by these trains between Igatpuri and Bhopal instead of between Igatpuri and Bhusaval. The Delhi Express Trains were extended to Rawalpindi thus obviating the necessity for through passengers changing trains at Delhi.

Jodhpur Railway.

One additional mixed train each way was introduced between Mirpur Khas and Jhudo.

On the main line all 3rd class 4-wheeled carriages have been replaced by bogies.

Additional water arrangements have been provided at 8 stations.

Passenger sheds have been provided at 2 stations and were under construction at 2 more. The 3rd class passenger shed at Jodhpur was enlarged and improved.

This railway has devoted considerable attention to the through running of carriages to contiguous railways. Examples of these through services are:—

The Sind Mails running between Hyderabad (Sind) and Ahmedabad.

Through trains running between Marwar Junction, Bhatinda and Phulera.

Through carriages running between Hyderabad (Sind) and Agra Fort, Delhi and Verawal.

Madras and Southern Mahratta Railway.

Twenty-two additional trains were introduced on the broad gauge and 10 on the metre gauge.

The work of providing a water-supply for passengers at Tirupati is in hand.

A Hindu refreshment room at Cuddapah is under construction.

Poona New Station, Great Indian Peninsula Railway.

Third class waiting sheds are being provided at 9 stations and separate waiting accommodation for 3rd class women passengers at 3 stations. An additional partially covered platform was provided at Madras Central Station.

H. E. H. the Nizam's Guaranteed State Railways.

Muhammadan and Hindu refreshment rooms have been opened at Secunderabad, Hyderabad and Jalna and are under construction at Dornakal and Purna.

The waiting accommodation for 3rd class passengers is being increased at Sailu and Umri. Zenana waiting-rooms have been provided for 3rd class passengers at Hyderabad and Secunderabad.

North Western Railway.

Thirty-six additional passenger trains were introduced during the year and in addition the following sections were opened for passenger traffic:—

Khanai-Hindubagh (2′ 6″ gauge on Quetta Division).

Jamrud-Landikotal (Khyber Railway).

Pakpattan-Mailsi (Sutlej Valley Railway).

Between Lahore and Karachi and Rawalpindi and Victoria Terminus (Bombay) respectively one of the through passenger trains in each direction has been accelerated so as to provide an Express service for inter and 3rd class passengers.

Forty-two gas lighted 3rd class carriages have been fitted with electricity and 116 carriages which were already electrically lit were fitted with standard wiring and couplers.

Drinking water shelters have been provided at all roadside stations on the Lahore Division and new drinking water tanks have been constructed at Jullundur City. Extra drinking water taps have been supplied at 4 stations on the Karachi Division and tube wells for the supply of pure drinking water have been sunk at 10 stations on the Multan Division and at several stations on the Delhi Division.

Third class waiting halls or sheds have been provided at 24 stations and a waiting hall for inter and 3rd class female passengers has been opened at Jacobabad. An inter class ladies waiting-room has been provided at Lahore.

The new Gujranwala station was opened on 15th April 1925 and during the year new stations were opened at Pattoki, Kot Radha Kishen and Okara.

Additional vendors' shops have been provided at 5 stations.

Electric fans have now been installed on Nos. 2, 4 and 5 platforms at Lahore.

Rohilkund and Kumaon Railway.

Twelve bogie 3rd class carriages with seating accommodation for 1,152 passengers have been put into traffic.

A new station was opened on 15th February 1926 at Lucknow Junction (metre gauge) with commodious platforms and electric light. An additional platform was provided for down trains at Lucknow City.

South Indian Railway.

On the broad gauge 10 shuttle trains and 2 mixed trains were introduced, while on the metre gauge 6 through trains were introduced taking the place of certain shuttle services over shorter distances. The rail motor coach

running between Trichinopoly Junction and Kulitalai was extended to run two trips each way between Katalai and Kulitalai.

Indian refreshment rooms were opened at Tirupattur and Madura, and refreshment stalls at Morappur during the year, and the management of the Indian refreshment rooms at Tanjore, Trichinopoly Junction, Madura, Mettupalaiyam and Calicut was taken over by the Company.

The 3rd class passenger waiting sheds were enlarged at 5 stations and additional benches were provided in the waiting sheds at 28 stations. Permanent festival waiting sheds with booking offices were provided at 4 stations.

High power lights were provided at 3 stations and additional high power lights were supplied at 17 other stations.

94. **Coupon tickets for mercantile firms.**—An interesting innovation was introduced during the year by the Madras and Southern Mahratta Railway whereby 1st class tickets at reduced fares are issued to representatives of firms for journeys totalling 3,000 miles performed on business within six months. On production of a certificate signed by the head of the firm to the effect that the representative will only use the tickets for journeys on the business of the firm a coupon book is issued consisting of 500 coupons, each coupon permitting a journey of six miles. The price of the book at present is Rs. 234-6-0. The book must be presented to the booking clerk when a ticket is required without detaching any coupons. The booking clerk removes the number of coupons from the book necessary for each journey and in exchange issues a first class ticket to the station required. The arrangement was introduced as a purely commercial proposition to encourage people who usually travel second class to pay a little extra and travel first class instead. The innovation met with considerable success on the Madras and Southern Mahratta Railway and arrangements were made to introduce it on the Great Indian Peninsula and South Indian Railways with effect from 1st April 1926.

95. **Flood Damages.**—Flood damages on railways were less severe in 1925-26 than in the previous two years. In consequence there was less interruption to traffic and the subsequent bill for repair of damages caused by breaches was fortunately small. The worst cases occurred on the Madras and Southern Mahratta Railway in May 1925 and on the South Indian Railway in December 1925. In the former case a storm which started at midday on the 16th May did considerable damage to the stations between Tenali and Ellore. At Stuartpuram, Tenali, Chirala and Tadipalli the roofs of several buildings were carried away. At Kistria Canal 24 broad gauge wagons and at Tadipalli 60 metre gauge wagons were capsized. The main line north of Bezwada was scoured for some distance. Transhipment was impossible and through booking north of Bezwada and south of Ellore was, therefore, temporarily stopped. All Telegraph communication between Tenali and Ellore was interrupted. The Masulipatam Branch was flooded in places and there was a breach beyond Nidamanuru. The Tenali-Repalle Branch was also breached beyond Kollur Road. The Railway line between Bezwada and Mustabad was seriously damaged. There was no loss of life. On the main line through but restricted communication was restored by the 18th evening and the full service of trains was resumed on the Main Line and on the Tenali-Repalle Branch on the 20th. A restricted service on the Bezwada-Mustabad Branch was restored on the 27th and full service on June 7th.

The other case occurred on the South Indian Railway on the night of 10th December 1925. Owing to unprecedented rain the railway line at mile 246/16-12 between Pattukkottai and Adirampatnam stations on the Tanjore District Board Railway (metre gauge) was over-topped by a sudden flood and the line breached. Train No. 55 Mixed ran into the breach at 0-10 hours on the 11th, resulting in the engine and 4 bogies being capsized, 2 of the latter being completely telescoped and the other 2 partly; one other bogie was derailed, 9 passengers were killed and 20 injured. The enquiry established the fact that there was no negligence on the part of the staff

concerned in the execution of their duty. The unfortunate mishap was entirely due to abnormal weather which could not possibly have been foreseen.

Breaches also occurred on the following sections of the Burma Railways :—

Mu Valley on June 16, August 5 and September 16, 1925, causing interruption to traffic of $2\frac{1}{2}$, 9 and $2\frac{1}{2}$ days respectively.

Thazi-Myingyan causing 3 days interruption and Moulmein-Ye in September causing 10 days stoppage of traffic.

On the Bengal and North Western Railway the line between Gainsari and Tulsipur was breached on August 11, 1925, by flood water and traffic was interrupted till August 16.

On the East Indian Railway the main line near Bihta was breached on September 9, 1925, by the overflowing of the Sone River and through communication was interrupted till September 14.

On the Eastern Bengal Railway nearly all the transhipment points suffered again due either to silting up of bars or to erosion. Goalundo, Sirajganj and Fulchhari were affected most and the usual changes of ghats and yards were necessary.

On the North Western Railway on July 6, 1925, the pitching round a crib bridge between Mangi and Kachh on the Sibi-Bostan section was washed away due to heavy rain. Transhipment was arranged and through communication was restored on July 9.

On July 29 a pier of a 40 feet span bridge on the Kalabagh-Bannu Section was completely washed away. Transhipment was arranged on July 31 and through running restored on August 1.

On August 11 the piers of a bridge on the Sialkot-Narowal section sank due to heavy floods and the girders and rails were displaced. Transhipment could not be arranged till the 13th. The breach was repaired and through running resumed on August 22.

Breaches also occurred on the Nushki Extension Railway on 3 occasions during the year on July 30 and October 25, 1925 and on January 14, 1926, causing interruption to traffic for 3, 2 and 6 days respectively.

96. **Accidents.**—The following table shows the numbers of passengers, railway servants and other persons killed and injured in 1924-25 and 1925-26.

	Killed.		Injured.	
	1925-26.	1924-25.	1925-26.	1924-25.
A.—Passengers.				
(1) Accidents to trains, rolling-stock, permanent-way, etc.	22	117	161	206
(2) Accidents caused by movements of trains and railway vehicles exclusive of train accidents.	352	295	1,131	1,085
(3) Accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	3	6	31	21
Total	377	418	1,323	1,312

—	Killed.		Injured.	
	1925-26.	1924-25.	1925-26.	1924-25.
B.—Railway Servants.				
(1) Accidents to trains, rolling-stock, permanent-way, etc.	20	36	141	168
(2) Accidents caused by movements of trains and railway vehicles exclusive of train accidents.	333	386	1,285	721
(3) Accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	49	44	1,897	600
TOTAL .	402	466	3,323	1,489
C.—Other persons.				
(1) Accidents to trains, rolling-stock, permanent-way, etc.	35	19	78	34
(2) Accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,081	2,016	817	764
(3) Accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	23	26	68	59
TOTAL .	2,139	2,061	963	857
GRAND TOTAL .	2,918	2,945	5,609	3,658

97. The number of passengers killed shows a decrease of 41 while the number of passengers injured shows an increase of 11. The following statement shows the numbers of passengers killed and injured during the last four years :—

Year.	Killed.	Injured.
1922-23	405	1,368
1923-24	372	1,272
1924-25	418	1,312
1925-26	377	1,323

98. The number of railway servants killed during the year decreased by 51 although the number of railway servants injured increased by 545. The following table analyses the main causes of accidents to railway servants on Class I railways :—

Cause.	Numbers killed.		Numbers injured.	
	1925-26.	1924-25.	1925-26.	1924-25.
1. Misadventure or accidental . .	212	217	901	484
2. Want of caution or misconduct on the part of the injured person.	101	148	279	165
3. Want of caution or breach of rules, etc., on the part of servants other than the persons injured.	9	7	51	38
4. Defective apparatus or systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.	1	2	5	4
TOTAL .	323	374	1,236	691

99. Out of a total of 2,918 persons killed on Railways 1,649 were trespassers and 308 committed suicide.

100. The following statement analyses the accidents which occurred on all Railways during the last two years grouped under the principal causes. A fuller statement showing the accidents in greater detail under the separate railways is to be found in Appendix D of Volume II of this report:—

	1924-25.	1925-26.
Cases of running over cattle	8,350	9,612
Derailments not involving passenger trains	4,011	4,397
Accidents due to failure of couplings	3,080	2,722
Accidents due to failure of machinery of engines or faulty working of crew	1,879	2,178
Derailments of passenger trains	404	347
Fires in trains or at stations or bridges	368	290
Collisions involving goods trains or goods vehicles	330	309
Broken rails	298	361
Running over obstructions on the line	287	294
Bursting of tubes and boilers of engines	276	275
Accidents due to failure of axles	170	145
Flooding of permanent-way	141	92
Collisions involving passenger trains	79	65
Passenger trains running in the wrong direction through points but not derailed	75	98
Collisions between light engines	73	66
Land slips	75	40
Accidents due to failure of tyres or wheels	34	20
Accidents due to failure of brake apparatus	32	33
Trains running through level-crossing gates	31	26
Failure of bridges or tunnels	6	12
Miscellaneous	487	712
TOTAL	20,486	22,094

It will be noticed that there has been a welcome decrease under the heads "Derailments of passenger trains" and "Collisions involving passenger trains" though a small increase has occurred in "passenger trains running in the wrong direction through points but not derailed."

The smaller number of "Land slips" and "Flooding of Permanent-Way" is chiefly accounted for by the more favourable weather conditions experienced in 1925-26.

The reductions under "Fires in trains or at stations or bridges" may possibly be attributed so far as fires in trains are concerned, which alone dropped from 290 to 200, to the steady increase in the number of vehicles converted to electric lighting.

"Cases of Running over cattle" still represent by far the largest proportion of all accidents (43 per cent.) and the figures under this head show an increase of 1,262 over the previous year.

"Derailments not involving passenger trains" and "Accidents due to failure of machinery of engines or faulty working of crew" also show increases. The rise in the number of "Broken rails" chiefly occurred on the East Indian Railway where the number of cases went up from 15 to 69.

101. A short description of the more serious accidents is given below :—

Derailment of Punjab Mail between Kanth and Mewa Nawada.—On the 21st September 1925, No. 2 down Punjab Mail was derailed at mile 419/21 between Kanth and Mewa Nawada stations on the Moradabad Division of the East Indian Railway. The first two bogies behind the engine partially telescoped and capsized and the three following bogies were derailed. The 2nd guard and an Indian passenger were seriously and eight passengers slightly, injured. The derailment was due to deliberate and malicious tampering with the track, but although a substantial reward was offered by Government for information likely to lead to the arrest and conviction of the culprits their identity has remained undiscovered.

Halsa accident.—At about 1-13 hours on the morning of 16th October 1925, No. 8 down Dacca Mail collided with the tender of engine No. 118 of 37 up parcels train at Halsa on the Eastern Bengal Railway. The engine of 37 up parcels train was backed along the down loop line in the up direction while No. 8 down Dacca Mail was approaching the station. The engine failed to stop short of the fouling mark and thereby fouled the down main line being consequently run into by 8 down Mail which was running through on the down main line. The tender of the Parcels train engine was completely wrecked. The Mail engine and the three bogie coaches immediately behind it were badly damaged and derailed. Ten persons were killed and thirty-seven passengers injured, of whom two subsequently died in hospital. The damage to rolling-stock was estimated at Rs. 1,08,038.

The assistant station master and the gunner, who, as the result of the enquiry, were held responsible for the collision, were prosecuted and convicted, the former being sentenced to six months rigorous imprisonment under section 101 of the Indian Railways Act, 1890 (IX of 1890), and the latter to one year's rigorous imprisonment under the same section. Against this order, appeals were preferred by the accused. The Sessions Judge confirmed the conviction of the gunner dismissing his appeal and acquitted the assistant station master.

Level crossing accident on Delhi-Umballa-Kalka Railway.—About 12 o'clock on the 2nd January 1926, a car belonging to the Patiala Durbar which was occupied by some purdah ladies was approaching level crossing No. 123 between Chandigarh and Ghaggar, Delhi-Umballa-Kalka Railway, at the same time as No. 8 down was nearing the crossing. The car was driven on to the crossing and was run into by 8 down. Of the ladies in the car seven were killed or died subsequently and two were severely injured. The motor driver was also severely injured.

The Committee of Enquiry found that the accident was primarily due to a lamentable misunderstanding on the part of the motor driver who thought the gates were being opened whereas they were being closed and they considered him guilty of negligence in having stopped his car on the track instead of halting clear of it when he saw that the further gate was closed against him.

102. **" Safety First ".**—The following is a brief account of " Safety First " propaganda on some of the principal Railways :—

Assam-Bengal.—Safety First notices have been prominently posted in the Loco. Workshops. These notices explain to the staff how it is possible to reduce the number of preventible accidents and whenever an accident occurs the foreman draws the attention of the staff to the notices.

Bengal-Nagpur Railway.—A series of articles and photographs on this subject have been reproduced in the Bengal-Nagpur Railway Magazine for dissemination to the staff.

The following statement shows the number of meetings held during 1925-26 :—

Railway.	Number of meetings held during 1925-26.
Assam-Bengal	2
Bengal and North-Western	1 Gorakhpur and 2 Muzaffarpur.
Bombay, Baroda and Central India	11
Burma	5
Eastern Bengal	7
East Indian (including Oudh and Rohilkhand)	11 Calcutta, 3 Cawnpore and 5 Lucknow.
Great Indian Peninsula	11 Bombay and 1 Nagpur.
Madras and Southern Mahratta	7
North Western	10 Lahore and 3 Karachi.
Rohilkund and Kumaon	1
South Indian	4

The work of Local Advisory Committees has continued to be of great value both to Railway Administrations and the public. The suggestions made by the Committees were carefully considered and as far as possible endeavours were made to give effect to them provided they were likely to serve the general convenience of the public without detriment to the Railway Administrations.

The subjects discussed at the meetings were many and varied and included the following :—

Facilities for 3rd class passengers.

Arrangement for the provision of refreshments and drinking water for passengers.

Increased accommodation for Intermediate and 3rd class passengers in trains and at stations.

Improvements in the design of railway carriages.

Reduction of fares.

Concession in fares.

Alterations in time-tables.

Settlement of claims.

Theft of railway fitttings.

Passengers travelling without tickets.

Remodelling of stations.

Electrification schemes, etc.

During the year the suggestion made by a Member of the Legislative Assembly to publish the names of the Members of the Local Advisory Committees in the Time and Fare tables of the Railways concerned was adopted.

105. **Publicity.**—The immense possibilities of publicity as a means of encouraging traffic are beginning to be realised and many extensions of the work on the different railways have taken place during the year.

The Great Indian Peninsula Railway have perhaps been foremost in this effort and the Publicity Bureau at Victoria Terminus has continued to assist

the public generally by supplying information and working out suitable itineraries. The tourist traffic is on the increase. 6 " Round the World " cruise ships anchored in Bombay harbour and 11 Tourist Specials were run for the visitors during the year. A wide distribution of publicity matter was made through the medium of newspapers, booklets, leaflets and posters. An attractive time-table of trains of all the principal railways in India, the first of its kind prepared by any Indian Railway, was published in October 1925.

The most interesting innovation of the year, however, on the Great Indian Peninsula Railway and one likely to have far reaching results was the inauguration of a travelling cinematograph car. This car commenced touring over the line on the 19th November 1925 and by the end of the year had visited 70 stations. Free displays in the open air are given which attract most of the neighbourhood. The audiences have numbered from 1,000 to 10,000 and one audience at Katni was even estimated at 30,000. Hitherto the programmes have been mainly for entertainment although a film entitled " A short winter tour in India " has already been produced. It is also intended to use the cinema for the education of the staff, for advertising the facilities provided by the railway for the travelling public and for showing films illustrating modern and scientific methods of agriculture, etc., with the idea that such will lead to the adoption of improved methods and larger yields to the benefit of the ryot and with them the railway. With this object in view films dealing with the following subjects were in course of preparation and were expected to be ready early in 1926-27 :—

Improved methods of sugarcane cultivation.
Poultry farming in India on scientific lines.
Wheat production in India—old and new methods.
Cotton production.
Irrigation.
Improvement of Indian cattle.

These will be followed by films dealing with Vacuum brake, Steam Valve Gear, Breakdown work, Firing, Lubrication, Track maintenance, Safety First and First Aid.

The Bengal-Nagpur Railway has published a pamphlet entitled " The Changing Scene in India " and sent copies to all the large Tourist offices in India, America and Great Britain. This railway sends its attractively got up Magazine to the leading Hotels and Clubs in India and the principal Railway Companies throughout the world. Free copies are distributed from Port Said to all passenger liners proceeding to India.

The Bombay, Baroda and Central India Railway has published a pamphlet describing the large works under construction on the Bombay Suburban Section also a second and larger edition of their illustrated Tourist Guide to centres of interest on the line. They have also reproduced three artistic posters depicting places of interest served by the Bombay, Baroda and Central India Railway for display in America and at the principal ports between India and England.

H. E. H. the Nizam's Guaranteed State Railway is using picture postcards of places of interest on the line for correspondence. This railway also reports that the Information Bureau which was opened at Secunderabad early in 1925 has proved a great success.

Other railways are increasing their advertisements in publications having a wide circulation, preparing booklets on places of historical interest and developing the use of attractive pictorial posters advertising holiday resorts; and vernacular notices on melas have been used with good effect.

APPENDIX A.

List showing Railways in India alphabetically arranged under each gauge according to system of working.

[NOTE.—The railways under construction or sanctioned for construction on the 31st March 1926, are shown in italics.]

I.—STATE LINES WORKED BY THE STATE.

5′ 6″ gauge.
Eastern Bengal.
East Indian.*
Great Indian Peninsula.†
North Western.
South Bihar.‡
Central Indian Coal-fields.

3′ 3⅜″ gauge.
Aden.
Cawnpore-Burhwal Link.
Eastern Bengal (3′ 3⅜″ and 2′ 6″).

2′ 6″ gauge.
Kalka-Simla.
Kangra Valley.
Khanai-Hindubagh.
Kohat-Thal.
Trans-Indus (Kalabagh-Bannu).

2′ 0″ gauge.
Dera Ismail Khan-Tank Decauville.
Jorhat (Provincial).

II.—STATE LINES WORKED BY COMPANIES.

5′ 6″ gauge.
Bengal-Nagpur.
Bezwada Extension.
Bombay, Baroda and Central India.
Kolar Gold-fields.
Madras and Southern Mahratta.
South Indian.

3′ 3⅜″ gauge.
Alnavar-Dandeli (Provincial).
Alon-Saingbyin.
Assam-Bengal.
Bangalore-Harihar.
Bombay, Baroda and Central India.
Burma.
Burma Extensions.
Dhone-Kurnool.
Hindupur (Yesvantpur-Mysore Frontier).
Jodhpur-Hyderabad (British Section).††
Lucknow-Bareilly.
Madras and Southern Mahratta.
Moulmein-Ye.
Nilgiri.
Palanpur-Deesa.§

* Taken over by the State with effect from 1st January 1925.
† Taken over by the State with effect from 1st July 1925.
‡ Although a leased line, it is, for convenience, shown under the head "State lines worked by the State".
†† The Indian State Section of this railway forms an integral part of the Jodhpur Railway. This line is worked by the administration of the Jodhpur Railway.
§ This line is owned jointly by Government and the Palanpur Durbar.

II.—STATE LINES WORKED BY COMPANIES—*concld.*

3′ 3⅜″ gauge.—*concld.*
Pegu-Kayan.
Pyinmana-Taungdwingyi.
South Indian.
Southern Shan States.
Travancore (British Section).
Travancore (Indian State Section).*
Tirhoot.

2′ 6″ gauge.
Broach-Jambusar.
Mandalay-Madaya Light.
Morappur-Hosur.
Purulia-Ranchi.
Raipur-Dhamtari.
Satpura.
Tirupattur-Krishnagiri.

2′ 0″ gauge.
Tumsar-Tirodi Light.

III.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS.

(A) WORKED BY THE BRANCH LINE COMPANY.

2′ 6″ gauge.
Ahmadpur-Katwa.
Arakan Light†.
Bankura-Damoodar River.
Burdwan-Katwa.
Futwah-Islampur.
Kalighat-Falta.

(B) WORKED BY THE MAIN LINE.

5′ 6″ gauge.
Hardwar-Dehra.

3′ 3⅜″ gauge.
Chaparmukh-Silghat.‡
Katakhal-Lalabazar.‡

2′ 6″ gauge.
Dasghara-Jamalpurgunj.

IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE.

5′ 6″ gauge.
Amritsar-Patti.
Hoshiarpur-Doab (Jullundur-Mukerian).

* Although for convenience classed among State railways, this line is the property of the Travancore Durbar.
† Also receives a subsidy from the Arakan Flotilla Company, and a guarantee of one per cent. by the Burma Government for a period of 10 years.
‡ Also receives a subsidy from the Assam Government.

IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE—*concld.*

5′ 6″ gauge.—*concld.*
Hoshiarpur-Doab (Phagwara-Rahon).
Mandra-Bhaun.
Sara-Sirajganj.
Sialkot-Narowal.
Southern Punjab (Main Line).
Southern Punjab (Jullundur-Doab).
Southern Punjab (Ludhiana Extension).
Southern Punjab (Sutlej Valley).
Tapti Valley.

3′ 3⅜″ gauge.
Ahmedabad-Parantij.

2′ 6″ gauge.
Champaner-Shivrajpur-Pani Light.
Dhond-Baramati.
Ellichpur-Yeotmal.
Godhra-Lunavada.
Jacobabad-Kashmor.
Khulna-Bagerhat.
Larkana-Jacobabad.
Mayurbhanj.
Nadiad-Kapadvanj.
Pachora-Jamner.
Pulgaon-Arvi.

2′ 0″ gauge.
Darjeeling-Himalayan Extensions.
Matheran Light.

V.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE AND REBATE TERMS.

3′ 3⅜″ gauge.
Jamnagar and Dwarka.
Mymensingh-Bhairab Bazar.

VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.

5′ 6″ gauge.
Delhi-Ambala-Kalka.

3′ 3⅜″ gauge.
Bengal and North-Western.*
Bengal-Dooars Extensions.*
Mirpur Khas Jhudo.*
Mirpur Khas Khadro.*
Rohilkund and Kumaon.

2′ 6″ gauge.
Barsi Light.*
Dehri-Rohtas Light.
Shahdara (Delhi) Saharanpur Light.*

VII.—COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.

3′ 3⅜″ gauge.
Dibru-Sadiya.

2′ 0″ gauge.
Darjeeling-Himalayan.

* Receives land only from Government.

VIII.—UNASSISTED COMPANIES' LINES.

3′ 3⅜″ gauge.
Ledo and Tikak-Margherita Colliery.

2′ 6″ gauge.
Bengal Provincial.
Singri-Orang Light.

2′ 0″ gauge.
Jagadhri Light.
Kulasekarapatnam Light.
Tirupati-Tiruchanur Light.
Trivellore Light.

IX.—DISTRICT BOARD LINES.

5′ 6″ gauge.
Suramangalam-Salem.
Tenali-Repalle.

3′ 3⅜″ gauge.
Bezwada-Masulipatam.
Podanur-Pollachi.
Tanjore District Board.
Tinnevelly-Tiruchendur.

X.—COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARD.

3′ 3⅜″ gauge.
Bengal Dooars.

2′ 6″ gauge.
Arrah-Sasaram Light.
Baraset-Basirhat Light.
Bukhtiarpur-Bihar Light.
Jessore-Jhenidah.
Tezpore-Balipara Light.

2′ 0″ gauge.
Howrah-Amta Light.
Howrah-Sheakhala Light.

XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.

3′ 3⅜″ gauge.
Bhavnagar State.
Bikaner State.
Gondal.
Jetalsar-Rajkot.
Jodhpur.
Junagad State.
Khijadiya-Dhari.
Morvi.
Mysore.
Porbandar State.
Udaipur-Chitorgarh.

2′ 6″ gauge.
Bodeli-Chhota Udaipur.
Cutch State.
Dholpur-Bari.
Gaekwar's Baroda State.
Kolar District.
Mohari-Barauli.*

* Although, for convenience, classed among Indian State Lines worked by Indian States, this line is the property of Government.

XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.—*concld.*

2′ 0″ gauge.
Gwalior Light.
Pipar-Bilara Light.
Tarikere-Narasimharajapura Light.

XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE.

5′ 6″ gauge.
Balharshah-Warangal.
Bhopal Itarsi (Indian State Section).
Bhopal-Ujjain.
Bina-Goona-Baran.
Jammu and Kashmir (Indian State Section).*
Jind-Panipat (Indian State Section).†
Karepalli-Kothagudium.
Khanpur-Chachran.
Ludhiana-Dhuri-Jakhal.
Nagda-Ujjain.
Petlad-Cambay (Anand-Tarapur Section).
Petlad-Cambay (Tarapur-Cambay Section).
Rajpura-Bhatinda.
Sirhind-Rupar (Indian State Section).

3′ 3⅜″ gauge.
Cooch Behar State.
Dhrangadra.
Gaekwar's Mehsana.
Hingoli Branch.
Jaipur State.

* The British section of this railway forms an integral part of the North Western Railway.

† The section of this railway in British territory forms an integral part of the Delhi-Umbala-Kalka Railway.

XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE—*concld.*

3′ 3⅜″ gauge.—*concld.*
Kolhapur State.
Okhamandal.
Palanpur-Deesa.‡
Rajkot-Jamnagar.
Sangli State.
Secunderabad-Gadwal.
Shoranur-Cochin.

2′ 6″ gauge.
Jhagadia-Thawe Road.
Parlakimedi Light.
Rajpipla State.

XIII.—COMPANIES' LINES GUARANTEED BY INDIAN STATES.

5′ 6″ gauge.
Nizam's Guaranteed State.

3′ 3⅜″ gauge.
Hyderabad-Godavari Valley.

2′ 6″ gauge.
Bangalore-Chik Ballapur Light.

XIV.—LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES.

3′ 3⅜″ gauge.
Peralam-Karaikkal.
Pondicherry.
West of India Portuguese.

‡ This line is owned jointly by Government and the Palanpur Durbar.

APPENDIX B.

Notes on the relation of the Government to Railways in India.

(Reprinted from the Report for 1914-15.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, three (the North-Western, Eastern Bengal and Oudh and Rohilkhand Railways) are owned and worked by the State; eight* (the East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur, South Indian and Burma) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; three important lines (the Bengal and North-Western, Rohilkund and Kumaon and Southern Punjab) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Indian States, in respect of the chief railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the Railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railway, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and

* The East Indian and Great Indian Peninsula Railways have since been taken over by the State and are now owned and worked by the State.

least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, and between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Scinde (afterwards, the Scinde, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company —see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{3}{4}$ and $4\frac{1}{2}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies' interests therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line, with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies of the type that had provided capital for, and had constructed, the first railways in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements

under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the chief capital expenditure on railways was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Naihati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioners remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action of the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital, the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam-Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was 3½ per cent. for the first six years and thereafter 3 per cent. The Burma Railways Company was formed in 1897 to manage and develop the line in that Province that had been constructed by the State. Interest at 2½ per cent. was guaranteed on the share capital raised by the company, and the surplus profits were originally divisible in the proportion of four-fifths to the Secretary of State and one-fifth to the company, but since 1908 the division has been proportional to the capital invested by each in the undertaking. The contract with the Burma Railways Company is terminable by the Secretary of State in 1928, or on subsequent occasions, on repayment of the company's capital at par.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, Oudh and Rohilkhand and Scinde-Punjab and Delhi lines were purchased and transferred to State management, the last named now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In all other cases (East Indian, South Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Southern Mahratta, and Bengal-Nagpur), the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits.

Arrangements between the Government and Companies at present.—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interests on the termination of old contracts.

When funds required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. The company receives guaranteed interest at a fixed rate on its capital; and similar payments out of the earnings are made to the Government. If, after these have been made, surplus profits remain, they are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in all cases only a small fraction of the Government's share.

All the contracts, except one, which is for a fixed term of 25 years, are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and

the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the power of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894.) While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1932 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1932, the lines will become the property of the State in 1981 on terms much less favourable to the companies. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways, three Directors of territorial systems and one Director of State Railways Stores, were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles.
Western, and	927 miles.
North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically

all powers affecting the finances and day to day management of the railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction and Deputy Secretary and *ex-officio* Director of Stores.

(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.

(3) Two Under-Secretaries.

(4) Two Assistant Secretaries.

(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway matters, and two other Commissioners who should be men of high railway standing

and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India,

(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.

(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a Member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.
3 Assistant Secretaries; one each for Establishment, Construction and Traffic.
1 Registrar.
1 Director of Railway Construction.
1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

1. The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.
2. The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.
3. The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board, however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominant owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922 and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board" for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as now constituted consists of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being

Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board is now divided on the basis of subjects and not on a territorial basis. One Member deals with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The reorganisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acts as *ex-officio* Secretary to the permanent Standardisation Committees which have been appointed to deal progressively with all questions of standards of equipment.

The present superior staff under the Railway Board, therefore, consists of 5 Directors, 4 Deputy Directors, a Technical Officer, 2 Assistant Directors, a Secretary and a Deputy Secretary.

APPENDIX D.

Resolution regarding the separation of Railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

" This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight elected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and

the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subject to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(*i*) that the railway services should be rapidly indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(*ii*) that the purchases of stores for the State railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India.

APPENDIX E.

Government of India, Railway Department, Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of Financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(*i*) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(*ii*) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(*iii*) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(*iv*) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(*i*) That money had been raised which the Government of India was unable to furnish.

(*ii*) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(*iii*) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee require to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked

for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are "successful," that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less "prosperous" Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. $10\frac{3}{4}$ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. $2\frac{1}{4}$ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the

matter in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken " with the previous sanction of the Government of India." Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up the minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation." That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words in entry 5(*a*)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line," the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (*f*) of sub-section (3) of section 80 A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposals set forth in this Resolution are not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposals that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or, at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the con-

* " Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (*d*) of Part II of this schedule."

struction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities, it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1926 as compared with 1st April 1925.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.*		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		TOTAL.	
	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. *Agency Department—*																												
1·01. Europeans	2	2	4	4	2	2	7	7	3	3	4	3	9	6	6	6	4	4	7	8	1	1	3	3	1†	1	53	50
1·02. Statutory Indians—																												
(*a*) Hindus	..	..	1	2	..	..	..	..	..	..	..	1	2	2	..	..	2	2	1	1	..	..	1	1	..	..	7	9
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	2
(*c*) Other classes	..	..	1	1	..	..	1	1	1	3	..	..	1	2	2	2	..	..	..	..	..	..	..	..	..	..	6	9
(*d*) Total	..	..	2	3	..	..	1	1	1	3	..	1	3	5	2	2	2	2	1	2	..	..	1	1	..	..	13	20
1·03. GRAND TOTAL	2	2	6	7	2	2	8	8	4	6	4	4	12	11	8	8	6	6	8	10	1	1	4	4	1†	1	66	70
2. *Engineering Department—*																												
2·01. Europeans	21	21	71	71	21	21	57	51	34	36	28	31	60	61	59	69	46	46	68	72	5	4	43	53	43†	32	556	568
2·02. Statutory Indians—																												
(*a*) Hindus	1	2	10	12	..	..	8	12	1	1	15	17	20	27	5	9	4	12	32	37	..	..	9	14	8†	6	113	149
(*b*) Muslims	1	1	3	3	..	..	..	..	..	..	..	..	1	1	4	5	..	..	3	8	..	..	1	1	2†	1	15	20
(*c*) Other classes	..	2	12	10	..	..	5	7	4	5	4	3	2	7	7	8	1	1	12	20	..	..	..	2	6†	8	53	73
(*d*) Total	2	5	25	25	..	..	13	19	5	6	19	20	23	35	16	22	5	13	47	65	..	..	10	17	16†	15	181	242
2·03. GRAND TOTAL	23	26	96	96	21	21	70	70	39	42	47	51	83	96	75	91	51	59	115	137	5	4	53	70	59†	47	737	810
Transportation—																												
3·01. Europeans	9	10	34	34	9	11	35	33	23	25	23	24	65	38	39	45	24	23	42	39	..	..	3	12	6†	5	312	299
3·02. Statutory Indians—																												
(*a*) Hindus	1	..	10	10	2	2	5	6	..	..	10	10	7	5	1	2	4	5	7	8	..	..	2	1	..	1	49	50
(*b*) Muslims	..	..	2	3	1	1	..	..	..	..	2	2	7	8	..	1	1	2	5	6	..	..	..	..	1†	2	19	25
(*c*) Other classes	1	2	2	1	..	..	4	5	5	6	1	1	4	4	4	3	2	2	6	5	..	..	..	1	1†	..	30	30
(*d*) Total	2	2	14	14	3	3	9	11	5	6	13	13	18	17	5	6	7	9	18	19	..	..	2	2	2†	3	98	105
3. GRAND TOTAL	11	12	48	48	12	14	44	44	28	31	36	37	83	55	44	51	31	32	60	58	..	..	5	14	8†	8	410	404

4. Commercial—																														
4·01. Europeans	1	..	Included under Transportation.		5	4	Included under Transportation.						8	5	15	16	Included under Transportation.		7	7	2	2	15	6	..	..	53	40		
4·02. Statutory Indians—																														
(*a*) Hindus	..	1			..	..							7	2	7	7			1	..	..	..	1	2	..	..	16	12		
(*b*) Muslims	..	..			..	..							2	..	..	..			3	3	..	..	..	..	..	..	5	3		
(*c*) Other classes	..	..			..	..							11	13	4	4			1	1	..	..	1	..	..	..	17	18		
(*d*) Total	..	1			..	..							20	15	11	11			5	4	..	..	2	2	..	..	38	33		
4·03. GRAND TOTAL	1	1			5	4							28	20	26	27			12	11	2	2	17	8	..	..	91	73		
5. Mechanical Engineering—																														
5·01. Europeans	8	8	28	28	10	11	31	32	16	18	17	18	28	43	23	30	22	22	46	53	2	3	16	17	4	2	251	285		
5·02. Statutory Indians—																														
(*a*) Hindus	1	1	1	1	..	..	..	1	..	..	1	1	3	3	3	3	..	..	1	1	..	..	..	..	..	..	10	11		
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	1		
(*c*) Other classes	..	..	..	..	..	..	2	1	1	1	2	4	..	2	1	..	..	..	1	1	..	..	..	..	..	..	7	9		
(*d*) Total	1	1	1	1	..	..	2	2	1	1	3	5	3	5	5	4	..	..	2	2	..	..	..	..	..	..	18	21		
5·03. GRAND TOTAL	9	9	29	29	10	11	33	34	17	19	20	23	31	48	28	34	22	22	48	55	2	3	16	17	4	2	269	306		
6. Stores Department—																														
6·01. Europeans	1	1	5	5	2	3	7	7	2	1	3	4	5	4	8	5	6	5	9	7	..	..	3	3	..	..	51	45		
6·02. Statutory Indians—																														
(*a*) Hindus	..	..	1	1	..	..	..	..	1	2	1	1	2	1	..	..	..	..	2	2	..	..	..	..	..	..	7	7		
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
(*c*) Other classes	..	..	4	2	..	..	..	..	1	1	2	4	3	1	1	1	..	1	..	..	..	..	2	2	2†	1	15	13		
(*d*) Total	..	..	5	3	..	..	..	..	2	3	3	5	5	2	1	1	..	1	2	2	..	..	2	2	2†	1	22	20		
6·03. GRAND TOTAL	1	1	10	8	2	3	7	7	4	4	6	9	10	6	9	6	6	6	11	9	..	..	5	5	2†	1	73	65		
7. Other Departments—																														
7·01. Europeans	10	8	28	30	6	7	22	23	12	12	4	2	52	62	25	23	20	21	13	11	2	2	10	12	5†	9	209	222		
7·02. Statutory Indians—																														
(*a*) Hindus	3	3	4	4	1	2	1	1	1	1	4	8	8	8	2	4	5	3	16	17	1	1	4	4	..	..	50	56		
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	1	..	2	2	..	..	..	..	2	3	..	..	..	..	..	..	5	5		
(*c*) Other classes	1	1	..	..	..	..	9	9	..	..	3	3	5	8	4	3	3	6	8	7	..	..	..	..	5†	9	38	46		
(*d*) Total	4	4	4	4	1	2	10	10	1	1	8	11	15	18	6	7	8	9	26	27	1	1	4	4	5†	9	93	107		
7·03. GRAND TOTAL	14	12	32	34	7	9	32	33	13	13	12	13	67	80	31	30	28	30	39	38	3	3	14	16	10†	18	302	329		

* Includes Oudh and Rohilkhand Railway.
† Revised figures.

APPENDIX F—contd.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1926 as compared with 1st April 1925.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.*		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		Total.	
	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
8. *Total*—																												
8·01. Europeans	52	50	170	172	55	59	159	153	90	95	79	82	227	219	175	194	122	121	192	197	12	12	93	103	59†	49	1,435	1,509
8·02. Statutory Indians—																												
(*a*) Hindus	6	7	27	30	3	4	14	20	3	4	31	38	49	43	18	25	15	22	60	66	1	1	17	22	8†	7	252	294
(*b*) Muslims	1	1	5	6	1	1	..	..	..	..	3	2	12	12	5	7	1	2	13	21	..	..	1	1	3†	3	45	56
(*c*) Other classes	2	5	19	14	..	..	21	23	12	16	12	15	23	37	23	21	6	10	28	34	..	..	3	5	14†	18	166	198
(*d*) Total	9	13	51	50	4	5	35	43	15	20	46	55	87	97	46	53	22	34	101	121	1	1	21	28	25†	28	463	548
8·03. Grand total	61	63	221†	222	59	64	194†	196	105	115	125	137	314	316	221	247	144	155	293†	318	13	13	114	134	84	77	1,948	2,057
9. *Increase + Decrease*—																												
9·01. Europeans	..	—2	..	+2	..	+4	..	—6	..	+5	..	+3	..	—8	..	+19	..	—1	..	+5	..	..	..	+13	..	—10	..	+24
9·02. Statutory Indians—																												
(*a*) Hindus	..	+1	..	+3	..	+1	..	+6	..	+1	..	+7	..	—1	..	+7	..	+7	..	+6	..	..	..	+5	..	—1	..	+42
(*b*) Muslims	..	..	..	+1	..	..	..	..	..	..	..	—1	..	..	..	+2	..	+1	..	+8	..	..	..	..	..	..	..	+11
(*c*) Other classes	..	+3	..	—5	..	..	..	+2	..	+4	..	+3	..	+11	..	—2	..	+4	..	+6	..	..	..	+2	..	+4	..	+32
(*d*) Total	..	+4	..	—1	..	+1	..	+8	..	+5	..	+9	..	+10	..	+7	..	+12	..	+20	..	..	..	+7	..	+3	..	+85
9·03. Grand total	..	+2	..	+1	..	+5	..	+2	..	+10	..	+12	..	+2	..	+26	..	+11	..	+25	..	..	..	+20	..	—7	..	+109
10. *Percentage of total*—																												
10·01 Europeans	85·3	79·4	76·9	77·5	93·2	92·2	82·0	78·1	85·7	82·6	63 2	59·9	72·3	69·3	79·2	78·6	84·7	78·1	65·5	61·9	92·3	92·3	81·6	79·1	70·2	63·6	76·2	73·4
10·02. Statutory Indians—																												
(*a*) Hindus	9·8	11·1	12·2	13·5	5·1	6·2	7·2	10·2	2·9	3·5	24·8	27·7	15·6	15·2	8·1	10·1	10·4	14·2	20·5	20·8	7·7	7·7	14·9	16·4	9·5	9·1	13·0	14·3
(*b*) Muslims	1·6	1·6	2·3	2·7	1·7	1·6	..	..	..	..	2·4	1·5	3·8	3·8	2·3	2·8	0·7	1·3	4·4	6·6	..	..	0·9	0·8	3·6	3·9	2·3	2·7
(*c*) Other classes	3·3	7·9	8·6	6·3	..	..	10·8	11·7	11·4	13·9	9·6	10·9	8·3	11·7	10·4	8·5	4·2	6·4	9·6	10·7	..	..	2·6	3·7	16·7	23·4	8·5	9·6

* Includes Oudh and Rohilkhand Railway.
† Revised figures.

APPENDIX F—contd.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways) on 1st April 1926 as compared with 1st April 1925.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.*		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	..	..	..	..	..	..	..	..	..	..	3	3	2	1	1	1	..	..	1	1	..	..	..	..	7	6
1·02. Statutory Indians—																										
(*a*) Hindus	4	4	4	4	1	1	2	2	3	4	3	3	11	11	2	2	2	2	5	8	1	1	4	4	42	46
(*b*) Muslims	..	..	..	..	..	..	2	2	..	..	..	..	..	1	..	..	..	..	1	1	..	..	..	..	3	4
(*c*) Other classes	1	1	2	2	1	1	8	8	5	5	2	..	1	..	7	7	1	1	1	3	..	..	1	1	30	29
(*d*) Total	5	5	6	6	2	2	12	12	8	9	5	3	12	12	9	9	3	3	7	12	1	1	5	5	75	79
1·03. Grand Total	5	5	6	6	2	2	12	12	8	9	8	6	14	13	10	10	3	3	8	13	1	1	5	5	82	85
2. *Engineering Department*—																										
2·01. Europeans	4	2	11	11	6	5	14	14	1	1	14	14	74	55	13	19	14	13	56	34	3	3	11	11	221	182
2·02. Statutory Indians—																										
(*a*) Hindus	7	6	51	52	4	4	98	106	43	44	30	28	106	128	39	73	13	14	109	111	..	..	19	25	519	591
(*b*) Muslims	3	3	7	7	..	..	10	11	2	3	3	3	6	9	17	23	..	..	59	54	1	1	1	2	109	116
(*c*) Other classes	6	4	44	52	19	19	41	42	44	45	25	27	119	137	80	84	27	28	44	65	1	1	26	29	476	533
(*d*) Total	16	13	102	111	23	23	149	159	89	92	58	58	231	274	136	180	40	42	212	230	2	2	46	56	1,104	1,240
2·03. Grand Total	20	15	113	122	29	28	163	173	90	93	72	72	305	329	149	199	54	55	268	264	5	5	57	67	1,325	1,422
3. *Transportation*—																										
3·01. Europeans	4	1	30	30	9	10	48	45	5	7	53	51	469	141	214	238	9	..	132	109	Included under commercial		10	11	983	629
3·02. Statutory Indians—																										
(*a*) Hindus	3	5	13	12	1	2	77	82	9	6	21	23	46	45	27	18	1	2	28	35			5	5	231	235
(*b*) Muslims	..	..	2	2	1	1	6	7	1	1	1	1	6	7	5	4	..	..	3	14			1	1	31	33
(*c*) Other classes	12	16	77	76	7	4	76	84	44	57	42	45	417	389	463	470	17	26	119	149			4	5	1,278	1,321
(*d*) Total	15	21	92	90	9	7	159	173	54	64	64	69	469	441	495	492	18	28	155	198			10	11	1,540	1,594
3·03. Grand Total	19	22	122	120	18	17	207	218	59	71	117	120	938	582	709	725	27	28	287	298			20	22	2,523	2,228

* Includes Oudh and Rohilkhand Railway.

APPENDIX F—concld.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways) on 1st April 1926 as compared with 1st April 1925.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.*		G. I. P.		M. & S. M.*		N. W.		R. & K.		S. I.		Total.	
	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.	1925.	1926.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
4. *Commercial*—																										
4·01. Europeans	..	..	Included under Transportation.		1	2	Included under Transportation.						15	8	3	13	Included under Transportation.		7	7	1	1	2	1	29	32
4·02. Statutory Indians—																										
(*a*) Hindus	1	1			..	1							36	31	23	34			7	11	..	..	7	4	74	82
(*b*) Muslims	..	..			..	..							7	4	3	4			5	3	..	..	..	..	15	11
(*c*) Other classes	..	..			..	..							19	14	16	19			3	4	5	7	1	..	44	44
(*d*) Total	1	1			..	1							62	49	42	57			15	18	5	7	8	4	133	137
4·03. Grand total	1	1			1	3							77	57	45	70			22	25	6	8	10	5	162	169
5. *Mechanical Engineering*—																										
5·01. Europeans	11	8	264	259	12	12	81	77	20	17	72	65	201	395	45	59	56	57	198	163	2	1	39	32	1,001	1,145
5·02. Statutory Indians—																										
(*a*) Hindus	2	3	19	19	1	1	21	34	4	5	15	16	18	19	8	18	2	5	73	51	2	1	18	18	183	190
(*b*) Muslims	1	1	1	1	1	1	1	4	..	..	1	1	2	4	4	4	1	1	28	16	..	..	..	..	40	33
(*c*) Other classes	21	24	192	202	14	15	319	314	88	95	61	70	173	551	178	146	112	106	192	200	6	6	119	127	1,475	1,856
(*d*) Total	24	28	212	222	16	17	341	352	92	100	77	87	193	574	190	168	115	112	293	267	8	7	137	145	1,698	2,079
5·03. Grand total	35	36	476	481	28	29	422	429	112	117	149	152	394	969	235	227	171	169	491	430	10	8	176	177	2,699	3,224
6. *Stores Department*—																										
6·01. Europeans	..	..	..	..	..	..	1	2	..	..	1	1	12	4	1	1	2	..	6	7	..	..	..	..	23	15
6·02. Statutory Indians—																										
(*a*) Hindus	..	1	5	6	..	..	4	4	3	3	5	6	10	12	3	2	2	1	19	19	..	..	1	1	52	55
(*b*) Muslims	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	7	8	..	..	..	..	9	8
(*c*) Other classes	1	1	10	10	1	1	6	8	..	..	6	6	12	25	7	7	2	4	7	9	..	..	2	2	54	73
(*d*) Total	1	2	15	16	1	1	11	12	3	3	11	12	23	37	10	9	4	5	33	36	..	..	3	3	115	136
6·03. Grand total	1	2	15	16	1	1	12	14	3	3	12	13	35	41	11	10	6	5	39	43	..	..	3	3	138	151

7. Other Departments—																												
7·01. Europeans	3	6	28	21	3	3	11	9	2	1	..	..	86	74	9	6	4	3	1	1	..	..	1	1	148	125
7·02. Statutory Indians—																										
(*a*) Hindus	6	6	48	51	8	5	51	53	21	20	32	33	73	77	23	28	11	14	87	90	2	2	19	15	381	394
(*b*) Muslims	..	..	3	..	..	..	5	4	6	5	..	..	3	6	..	..	..	..	15	22	..	..	..	..	32	37
(*c*) Other classes	5	4	78	78	17	16	56	59	17	19	27	23	48	68	52	41	14	23	12	11	1	1	5	8	332	351
(*d*) Total	11	10	129	129	25	21	112	116	44	44	59	56	124	151	75	69	25	37	114	123	3	3	24	23	745	782
7·03. GRAND TOTAL	14	16	157	150	28	24	123	125	46	45	59	56	210	225	84	75	29	40	115	124	3	3	25	24	893	907
8. Total—																										
8·01. Europeans	22	17	333	321	31	32	155	147	28	26	143	134	859	678	286	332	85	73	401	318	6	5	68	56	2,412	2,134
8·02. Statutory Indians—																										
(*a*) Hindus	23	26	140	144	15	14	253	281	83	82	106	109	300	323	125	175	31	38	328	325	5	4	73	72	1,482	1,593
(*b*) Muslims	4	4	13	10	2	2	25	28	9	9	5	5	25	31	29	35	1	1	123	118	1	1	2	3	239	247
(*c*) Other classes	46	50	403	420	59	56	506	515	198	221	168	171	789	1,184	803	774	173	188	378	441	13	15	158	172	3,689	4,207
(*d*) Total	73	80	556	574	76	72	784	824	290	312	274	285	1,114	1,538	957	984	205	227	829	884	19	20	233	247	5,410	6,047
8·03. GRAND TOTAL	95	97	889†	895	107	104	989†	971	318	338	417†	419	1,973	2,216	1,243†	1,316	290	300	1,230†	1,197	25	25	296	303	7,822†	8,181
9. Increase + Decrease—																										
9·01. Europeans	..	—5	..	—12	..	+1	..	—8	..	—2	..	—9	..	—181	..	+46	..	—12	..	—88	..	—1	..	—7	..	—278
9·02. Statutory Indians—																										
(*a*) Hindus	..	+3	..	+4	..	—1	..	+28	..	—1	..	+3	..	+23	..	+50	..	+7	..	—3	..	—1	..	—1	..	+111
(*b*) Muslims	..	..	..	—3	..	..	..	+3	..	..	..	..	..	+6	..	+6	..	..	..	—5	..	..	..	+1	..	+8
(*c*) Other classes	..	+4	..	+17	..	—3	..	+9	..	+23	..	+8	..	+395	..	—29	..	+15	..	+63	..	+2	..	+14	..	+518
(*d*) Total	..	+7	..	+18	..	—4	..	+40	..	+22	..	+11	..	+424	..	+27	..	+22	..	+55	..	+1	..	+14	..	+637
9·03. GRAND TOTAL	..	+2	..	+6	..	—3	..	+32	..	+20	..	+2	..	+243	..	+73	..	+10	..	—33	..	..	..	+7	..	+359
Percentage of total—																										
10·01. Europeans	23·2	17·5	37·5	35·9	29·0	30·8	16·5	15·1	8·8	7·7	34·3	32·0	43·5	30·6	23·0	25·2	29·3	24·3	32·6	26·1	24·0	20·0	21·3	18·5	30·8	26·1
10·02. Statutory Indians—																										
(*a*) Hindus	24·2	26·8	15·7	16·1	14·0	13·5	26·9	29·0	26·1	24·2	25·4	26·0	15·2	14·6	10·1	13·3	10·7	12·7	26·7	27·2	20·0	16·0	24·6	23·7	18·9	19·5
(*b*) Muslims	4·2	4·1	1·5	1·1	1·9	1·9	2·7	2·9	2·8	2·7	1·2	1·2	1·3	1·4	2·3	2·7	0·3	0·3	10·0	9·9	4·0	4·0	0·7	1·0	3·1	3·0
(*c*) Other classes	48·4	51·6	45·8	46·9	55·1	53·8	58·9	53·0	62·3	65·4	39·1	40·8	40·0	53·4	64·6	58·8	59·7	62·7	30·7	36·8	52·0	60·0	53·4	56·8	47·2	51·4

* Includes Oudh and Rohilkhand Railway.
† Revised figures.

APPENDIX G.

*Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1925-26.**

Departments.	Number of new appointments created during the year.	Number of vacancies which occurred during the year.	Number of appointments abolished during the year.	Number of vacancies not filled up during the year.	Net vacancies filled up during the year.	FILLED BY				
						Europeans.	Statutory Indians.			
							Hindus.	Muslims.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
State Worked Railways.										
1. Agency	2	1	..	..	3	..	1	2	..	3
2. Engineering	53	24	..	10	67	34	26	6	1	33
3. Transportation	9	6	..	4	11	8	3	..	..	3
4. Commercial	1	2	..	1	2	2	..	..	..	..
5. Mechanical	3	14	..	1	16	12	3	..	1	4
6. Stores	..	6	..	5	1	1	..	..	..	..
7. Other Departments	4	7	..	4	7	3	3	..	1	4
8. Total	72	60	..	25	107	60	36	8	3	47
9. Percentage of Europeans to number of vacancies filled.	56·1 per cent.									
10. Percentage of Statutory Indians to number of vacancies filled.	43·9 per cent.									
Other Railways.										
Assam Bengal Railway.										
1. Agency	..	1	..	..	1	1	..	..	..	..
2. Engineerig	1	4	1	..	4	1	1	..	2	3
3. Transportation	1	..	..	..	1	..	..	..	1	1
4. Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	2	..	..	2	2	..	..	..	..
8. Total	2	7	1	..	8	4	1	..	3	4
9. Percentage of Europeans to number of vacancies filled.	50·0 per cent.									
10. Percentage of Statutory Indians to number of vacancies filled.	50·0 per cent.									
Bengal and North-Western Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Engineering	..	2	..	..	2	2	..	..	..	..
3. Transportation	..	1	..	..	1	1	..	..	..	..
4. Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	1	..	1	..	..	..	..	..	..
7. Other Departments	2	1	..	..	3	2	1	..	..	1
8. Total	2	5	..	1	6	5	1	..	..	1
9. Percentage of Europeans to number of vacancies filled.	83·3 per cent.									
10. Percentage of Statutory Indians to number of vacancies filled.	16·7 per cent.									

* The figures shown in this Appendix are liable to revision.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1925-26—contd.

Departments.	Number of new appointments created during the year.	Number of vacancies which occurred during the year.	Number of appointments abolished during the year.	Number of vacancies not filled up during the year.	Net vacancies filled up during the year.	FILLED BY				
						Europeans.	STATUTORY INDIANS.			
							Hindus.	Muslims.	Other classes.	TOTAL.
1	2	3	4	5	6	7	8	9	10	11
Bengal Nagpur Railway.										
1. Agency	1	1	..	..	2(a)	..	..	..	..	..
2. Engineering	..	16	3	..	13	11	2	..	..	2
3. Transportation	..	3	..	..	3	3	..	..	..	..
4. Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	2	..	..	3	2	..	..	1	1
8. TOTAL	2	22	3	..	21(a)	16	2	..	1	3
9. Percentage of Europeans to number of vacancies filled.	84·2 per cent.									
10. Percentage of Statutory Indians to number of vacancies filled.	15·8 per cent.									
Bombay, Baroda and Central India Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Engineering	2	3	1	1	3	1	2	..	..	2
3. Transportation	2	1	..	..	3	..	1	..	2	3
4. Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	3	..	..	3	2	1	..	..	1
6. Stores	..	1	..	..	1(a)	..	..	..	..	..
7. Other Departments	1	2	..	1	2	2	..	..	..	..
8. TOTAL	5	10	1	2	12	5	4	..	2	6
9. Percentage of Europeans to number of vacancies filled.	45·5 per cent.									
10. Percentage of Statutory Indians to number of vacancies filled.	54·5 per cent.									
Burma Railways.										
1. Agency	1	..	..	..	1(c)	..	..	..	..	..
2. Engineering	17	4	5	6	10	8	..	..	2	2
3. Transportation	4	..	..	1	3	2	..	..	1	1
4. Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	3	..	..	3	3	..	..	..	..
6. Stores	..	1	..	..	1	..	1	..	..	1
7. Other Departments	..	1	..	..	1	1	..	..	..	..
8. TOTAL	22	9	5	7	19	14	1	..	3	4
9. Percentage of Europeans to number of vacancies filled.	77·7 per cent.									
10. Percentage of Statutory Indians to number of vacancies filled.	22·3 per cent.									

(a) Filled by transfer of 2 officers from Audit.
(b) ,, ,, ,, ,, an officer from Electric Department.
(c) ,, ,, ,, ,, ,, ,, Engineering Department.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1925-26—contd.

Departments.	Number of new appointments created during the year.	Number of vacancies which occurred during the year.	Number of appointments abolished during the year.	Number of vacancies not filled up during the year.	Net vacancies filled up during the year.	FILLED BY				
						Europeans.	STATUTORY INDIANS.			
							Hindus.	Muslims.	Other classes.	TOTAL.
1	2	3	4	5	6	7	8	9	10	11
Madras and Southern Mahratta Railway.										
1. Agency	..	1	..	..	1(*a*)	..	..	..	..	..
2. Engineering	10	3	..	..	13	5	8	..	..	8
3. Transportation	2	2	..	1	3	2	1	..	..	1
4. Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	2	3	..	2	3	2	..	..	1	1
7. Other Departments	1	5	..	..	6	4	..	..	2	2
8. TOTAL	15	14	..	3	26	13	9	..	3	12
9. Percentage of Europeans to number of vacancies filled.	52·0 per cent.									
10. Percentage of Statutory Indians to number of vacancies filled.	48·0 per cent.									
Rohilkund and Kumaon Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Engineering	..	..	..	..	..	..	..	..	..	..
3. Transportation	..	..	..	..	..	..	..	..	..	..
4. Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled.	..	..								
10. Percentage of Statutory Indians to number of vacancies filled.	..	..								
South Indian Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Engineering	16	5	..	1	20	13	7	..	..	7
3. Transportation	..	1	..	1	..	..	..	..	..	..
4. Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	1	2	..	1	2	1	1	..	..	1
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	1	..	..	2	1	1	..	..	1
8. TOTAL	18	9	..	3	24	15	9	..	..	9
9. Percentage of Europeans to number of vacancies filled.	62·5 per cent.									
10. Percentage of Statutory Indians to number of vacancies filled.	37·5 per cent.									

(*a*) Filled by transfer of an officer from Traffic Department.

APPENDIX H.

List of officers of the Railway Department (Railway Board) on the 31st March 1926.

The Hon'ble Sir Charles Innes, K.C.S.I., C.I.E., I.C.S.,
Member of Council of Governor General.

Railway Board.

Sir Clement Hindley	Chief Commissioner of Railways.
Sir Austen Hadow, C.V.O.	Member.
Mr. P. C. Sheridan, C.M.G.	Member.
Mr. G. G. Sim, C.I.E., I.C.S.	Financial Commissioner, Railways (on leave).
Mr. A. M. Hayman, O.B.E.	Offg. Financial Commissioner, Railways.

Officers.

Lt.-Col. L. E. Hopkins, D.S.O., R.E.	Director, Civil Engineering.
Mr. A. J. Chase, O.B.E.	Director, Mechanical Engineering.
Mr. S. D. Gupta, M.B.E.	Director, Establishment.
Mr. S. D. Manson	Director, Traffic.
Mr. P. R. Rau	Offg. Director of Finance.
Mr. P. H. Maflin, O.B.E., M.C.	Secretary.
Mr. J. Kaul	Deputy Secretary.
Mr. H. Jackson	Deputy Director, Stores.
Mr. B. Moody	Deputy Director, Statistics.
Mr. H. L. Glass	Deputy Director, Programme.
Rai Sahib B. D. Puri	Offg. Deputy Director, Finance.
Rai Sahib K. M. Singha	Offg. Assistant Director, Finance.
Mr. E. C. Rundlett	Chief Superintendent.

Attached Officers.

Mr. A. F. Harvey	Technical Officer.
Mr. R. G. Marriott	Timber Advisory Officer.

Accountant General, Railways.

Mr. J. M. Hartley	Accountant General, Railways.
Mr. R. A. O'Connor	Deputy Accountant General (Inspection).
Mr. F. W. Wilby	Deputy Accountant General (Headquarters).
Mr. P. B. Chandwani	Assistant Accountant General.

MGIPC—L—IX-14—29.12-26—1,350.

INDIA
SHOWING RAILWAYS
1926
REFERENCES
COAL FIELDS
DELHI
CAWNPORE JN.
BOMBAY
ÁGRA
MADRAS
RAILWAYS SERVING
CALCUTTA & SUBURBS
BAY OF BENGAL
ARABIAN SEA
LACCADIVE ISLANDS
ANDAMAN ISLANDS
NICOBAR ISLANDS
PART OF B.B.&C.I.RY

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1925—26

Volume II

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

SIMLA

GOVERNMENT OF INDIA PRESS

1926

Government of India Publications are obtainable from the Government of India Central Publication Branch, 8, Hastings Street, Calcutta, and from the following Agents :—

EUROPE.

OFFICE OF THE HIGH COMMISSIONER FOR INDIA,
42, GROSVENOR GARDENS, LONDON, S. W. 1,
And at all Booksellers,

INDIA AND CEYLON.

Provincial Book Depots :

MADRAS : Office of the Superintendent, Government Press, Mount Road, Madras.

BOMBAY :—Superintendent, Government Book Depôt, Town Hall, Bombay.

SIND :—Library attached to the Office of the Commissioner in Sind, Karachi.

BENGAL :—Office of the Bengal Secretariat Book Depôt, Writer's Buildings, Room No. 1, Ground Floor, Calcutta.

UNITED PROVINCES OF AGRA AND OUDH :—Office of the Superintendent, Government Press, United Provinces of Agra and Oudh, Allahabad.

PUNJAB :—Office of the Superintendent, Government Printing, Punjab, Lahore.

BURMA :—Office of the Curator, Government Book Depôt, Burma, Rangoon.

CENTRAL PROVINCES AND BERAR :—Office of the Superintendent, Government Printing, Central Provinces, Nagpur.

ASSAM :—Officer in Charge, Secretariat Book Depôt, Shillong.

BIHAR AND ORISSA :—Office of the Superintendent, Government Printing, Bihar and Orissa, P. O. Gulzarbagh, Patna.

COORG :—Office of the Chief Commissioner of Coorg, Bangalore.

NORTH-WEST FRONTIER PROVINCE :—Office of the Manager, Government Printing and Stationery, Peshawar.

Thacker, Spink & Co., Calcutta and Simla.
W. Newman & Co., Ltd., Calcutta.
R. Cambray & Co., Calcutta.
S. K. Lahiri & Co., Calcutta.
The Indian School Supply Depôt, 309, Bow Bazar Street, Calcutta, and 226, Nawabpur, Dacca.
Butterworth & Co. (India), Ltd., Calcutta.
Rai M. C. Sarcar Bahadur & Sons, 90-2A, Harrison Road, Calcutta.
The Weldon Library, 17, Park Street, Calcutta.
Standard Literature Company, Limited, Calcutta.
Association Press, Calcutta.
Chukervertty, Chatterjee & Co., Ltd., 13, College Square, Calcutta.
The Book Company, Calcutta..
James Murray & Co., 12, Government Place, Calcutta. (For Meteorological Publications only).
Higginbotham & Co., Madras.
V. Kalyanarama Iyer & Co., Madras.
P. R. Rama Iyer & Co., Madras.
Rochouse and Sons, Madras.
G. A. Nateson & Co., Publishers, George Town, Madras.
The Modern Stores, Salem, Madras.
Bright & Co., Trivandrum.
The Booklover's Resort, Tarikad, Trivandrum. South India.
V. S. Swaminathan, Bookseller, West Tower Street, Madura.
Thacker & Co., Ltd., Bombay.
D. B. Taraporevala, Sons & Co., Bombay.
Sunder Pandurang, Bombay.
Ramchandra Govind & Sons, Kalbadevi, Bombay.
N. M. Tripathi & Co., Booksellers, Princess Street, Kalbadevi Road, Bombay.
R. B. Umadikar & Co., The Bharat Book Depôt, Dharwar.
Proprietor, New Kitabkhana, Poona.
The Manager, Oriental Book Supplying Agency, 15, Shukrawar, Poona City.
R. S. Gondhalekar's Book Depot, Publisher and Bookseller, Budhwar Chawk, Poona City.
Managing Director, Co-operative Bookstall, Booksellers and Publishers, Poona City.
The Standard Bookstall, Karachi, Delhi, Quetta, Murree and Rawalpindi.
J. Ram & Sons, 43 K. & L., Edward's Road, Rawalpindi and Murree.
The Standard Book Depot, Lahore, Lucknow, Nainital, Mussoorie, Dalhousie and Ambala Cantonment.
The Standard Bookstall, Quetta.
Raghunath Prosad & Sons, Poona City.
Karsandas Narandas & Sons, Surat.
Mangaldas & Sons, Booksellers and Publishers, Bhaga Talao, Surat.
Mrs. Radabhai Atmaram Sagoon, Kalbadevi Road, Bombay.
A. H. Wheeler & Co., Allahabad, Calcutta and Bombay.
N. B. Mathur, Supdt., Nazir Kanun Hind Press, Allahabad.
The North India Christian Tract and Book Society, 18, Clive Road, Allahabad.
Ram Dayal Agarwala, 184, Katra, Allahabad.
Manager, Newal Kishore Press, Lucknow.
The Upper India Publishing House, Ltd., 41, Aminabad Park, Lucknow.
Munshi Seeta Ram, Managing Proprietor, Indian Army Book Depôt, Juhi, Cawnpore.
Rai Sahib M. Gulab Singh & Sons, Mufid-i-Am Press, Lahore and Allahabad.
Rama Krishna & Sons, Booksellers, Anarkali, Lahore.
Puri Brothers, Booksellers and Publishers, Katcheri Road, Lahore.
The Tilak School Book Shop, Lahore.
The Standard Bookstall, Lahore.
Manager of the Imperial Book Depot, 63, Chandney Chawk Street, Delhi.
Oxford Book and Stationery Company, Delhi.
Supdt., American Baptist Mission Press, Rangoon.
Proprietor, Rangoon Times Press, Rangoon.
The Modern Publishing House, Ltd., 30, Phayre Street, Rangoon.
The International Buddhist Book Depôt, Post Box No. 971, Rangoon.
Burma Book Club, Ltd., Rangoon.
Manager, The "Hitavada," Nagpur.
S. C. Talukdar, Proprietor, Students & Co., Cooch Behar.
Times of Ceylon Co., Ltd.
The Manager, Ceylon Observer, Colombo.
The Manager, The Indian Book Shop, Benares City.
B. C. Basak, Esq., Proprietor, Albert Library, Dacca.
The Srivilliputtur Co-operative Trading Union, Ltd., Srivilliputtur. (Surat S. I. R.)
Banwari Lal, Esq., Pakariya Street, Pilibhit, United Provinces.
Manager, Educational Book Depôt, Jubbulpore.

Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Vol. I—Report, Rs. 5-4-0 or 8*s.* 9*d.* Volume II, Rs. 6-4-0 or 11*s.*

(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Re. 1.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1923. Published quinquennially. Price Rs. 5-12-0.

(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.

(5) Pocket Edition of the schedule of dimensions to be observed on 5′ 6″ and 3′ 3⅜″ and 2′ 6″ gauge railways in India, 1922, Rs. 1-8-0 for the 5′ 6″ and 3′ 3⅜″ gauge edition and Re. 1-0-0 for the 2′ 6″ gauge edition.

(6) Preliminary Abstract of Statistics of Indian Railways. Published yearly. Price Rs. 1-4-0 or 2*s.*

(7) Railway Statistics—Class I Indian Railways. Published monthly. Price Rs. 1-6-0 or 2*s.* 2*d.*

TECHNICAL PAPERS.

(8) Over 200 papers have been published by the Technical Section of the Railway Board's office. The papers comprise:—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Secretary, Railway Board. A few of the more important Technical papers are mentioned below :—

Name.	*Author.*
The design of well foundations for bridges . .	(Compiled.)
Statistics of railway working expenditure . .	G. DEUCHARS.
River training and control on the guide bank system	F. J. E. SPRING.
Rules for the preparation of railway projects .	....
How to judge the prospects of new railways .	Lt.-Col. L. E. HOPKINS.
The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
The Hardinge Bridge over the Lower Ganges at Sara	Sir ROBERT GALES.
Technical education in relation to railways in America	H. L. COLE.
Railway Statistics and the Operating Officer .	Major F. H. BUDDEN.
Operating Statistics and the Divisional Officer .	Major F. H. BUDDEN.

The prices of the papers vary from Annas Four to Rupees Eight.

The books and papers can be bought from the Government of India, Central Publication Branch, 8, Hastings Street, Calcutta.

CONTENTS.

SECTION A.—*Financial and Statistical Summaries.*

Financial Summaries—

PAGE.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1924-25 and 1925-26 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts 2

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1925 and 1926 3

II-B.—Summary of (*i*) Capital outlay during and (*ii*) Total Capital outlay to end of the years 1924-25 and 1925-26 of other than State-owned Railways 4

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1924-25 and 1925-26 6

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1924-25 and 1925-26 7

V.—Summary of Capital at Charge, Revenue Earnings and Expenses of Railways by Classes for the years 1924-25 and 1925-26 7

VI.—Summary of Capital at Charge, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1924-25 and 1925-26 8

Statistical Summaries—

VII.—Summary of the Mileage of Railways on 31st March 1926 9

VIII.—Summary of Equipment on 31st March 1926 10

IX.—Summary of Net Additions to Equipment during the year 1925-26 10

X.—Summary of Passenger and Goods Revenue Statistics by Classes and Gauges for the years 1924-25 and 1925-26 12

XI.—Summary of Revenue Earnings and Expenses rated against selected units by Classes and Gauges for the years 1924-25 and 1925-26 14

XII.—Summary of Train and Engine Mileage for the years 1924-25 and 1925-26 15

XIII.—Summary of Selected Operating Statistics of Class I Railways by Gauges for the year ended 31st March 1926 16

SECTION B.—*Financial and Statistical Statements.*

Financial Statements—

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1925-26 and of the percentage of those figures on the Capital at Charge, on 31st March 1926, also the Net gain or Loss to Government after meeting all charges against the Net Revenue Receipts 20

2(*a*).—Statement of Capital at Charge of State-owned Railways on the 31st March 1926 .. 22

2(*b*).—Statement of (*i*) Capital Outlay during and (*ii*) Total Capital Outlay to the end of the year 1925-26 of other than State-owned Railways 26

3. Statement of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1925-26 38

PAGE.

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1925-26 40

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1924-25 and 1925-26 41

6.—Details of Gross Earnings of each Railway System for the years 1924-25 and 1925-26 .. 46

7.—Details of Working Expenses of each Railway System for the years 1924-25 and 1925-26 .. 50

Statistical Statements—

8.—Mileage Statement for 1925-26 58

9.—Description of Class I Railways worked during the year 1925-26 74

10.—Statement of Equipment of Class I Railways on the 31st March 1926 75

11.—Statement of Net Additions to or Reductions of Equipment of Class I Railways during the year 1925-26 85

12.—Statement of Passenger Revenue Statistics of Class I Railways for the years 1924-25 and 1925-26 86

13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1924-25 and 1925-26 90

14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1924-25 and 1925-26 94

15.—Results of Working of Class I Railways for the years 1924-25 and 1925-26 96

16.—Statement of Ton Mileage of Class I Railways for the years 1924-25 and 1925-26 .. 98

17.—Statement of Train and Engine Mileage of Class I Railways for the years 1924-25 and 1925-26 99

18.—Statement of Train and Engine Hours of Class I Railways for the years 1924-25 and 1925-26 102

19.—Statement of Vehicle Miles of Class I Railways for the years 1924-25 and 1925-26 .. 104

20.—Statement of Running of Trains of Class I Railways for the years 1924-25 and 1925-26 106

21.—Statement of Shunting and Light running of Class I Railways for the years 1924-25 and 1925-26 107

22.—Statement of Engine User of Class I Railways for the years 1924-25 and 1925-26 .. 108

23.—Statement of Loads of Trains of Class I Railways for the years 1924-25 and 1925-26 .. 110

24.—Statement of Vehicle User of Class I Railways for the years 1924-25 and 1925-26 .. 111

25.—Statement of Density of traffic on Class I Railways for the years 1924-25 and 1925-26 112

26.—Statement of Repairs of Rolling Stock of Class I Railways for the year ended 31st March 1925 and 31st March 1926 114

27(*a*).—Statement of Coal Consumption on Class I Railways for the years 1924-25 and 1925-26 116

27(*b*).—Statement of Coal Consumption on Class I Railways for the years 1924-25 and 1925-26 118

28.—Statement of Efficiency of Class I Railways for the years 1924-25 and 1925-26 .. 119

29.—Statement of Principal Commodities excluding live stock carried by Class I Railways and the earnings therefrom for the year 1925-26 120

30.—Analysis of Operating Expenses of Class I Railways for the year 1925-26 134

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1924-25 and 1925-26.

Particulars.	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total Central.		Total Provincial.		Grand Total.	
	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.
1	2	3	4	5	6	7	8	9	10	11	12	13
Interest on sterling debt .. .. £	1,985,394	3,555,376	1,836,212	893,913	..	..	3,821,606	4,449,289	..	..	3,821,606	4,449,289
Interest on capital contributed by companies :—												
On share capital £	..	38,625	572,250	495,000	..	..	572,250	533,625	..	..	572,250	533,625
On debenture & debenture stock £	521,250	..	850,299	727,184	..	..	1,371,549	727,184	..	..	1,371,549	727,184
TOTAL .. £	521,250	38,625	1,422,549	1,222,184	..	..	1,943,799	1,260,809	..	..	1,943,799	1,260,809
GRAND TOTAL .. £	2,506,644	3,594,001	3,258,761	2,116,097	..	..	5,765,405	5,710,098	..	..	5,765,405	5,710,098
Converted into rupees at average rate of exchange .. .. (In thousands of rupees).	3,44,91	4,77,33	4,47,30	2,80,77	..	..	7,92,21	7,58,10	..	..	7,92,21	7,58,10
Interest on capital outlay provided by Government .. (In thousands of rupees).	7,21,77	9,57,56	8,57,96	7,42,14	13,10	13,90	15,92,83	17,13,60	84	87	15,93,67	17,14,47
Interest on rupee debt.. (In thousands of rupees).	1,92	1,92	7,50	7,50	..	..	9,42	9,42	..	..	9,42	9,42
GRAND TOTAL .. (In thousands of rupees).	10,68,60	14,36,81	13,12,76	10,30,41	13,10	13,90	23,94,46	24,81,12	84	87	23,95,30	24,81,99

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1924-25 and 1925-26. (*In thousands of rupees.*)

Class of Railways.	Year.	Gross Revenue Receipts.			Working Expenses.				Net Revenue Receipts (India).	Percentage of ordinary working expenses on earnings.	Remarks.
		Earnings.	Suspense.	Total.	Ordinary.	Renewals and Replacement.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State lines worked by the State	*1924-25*	*43,87,14*	*3,66*	*43,90,50*	*24,95,04*	*3,60,26*	*—2,63*	*28,52,67*	*15,38,13*	*56·88*	
	1925-26	56,47,82	1,82	56,49,64	33,97,67	4,37,73	—2,59	38,32,81	18,16,83	60·16	
State lines worked by Companies or by Indian States.	*1924-25*	*56,89,27*	*24,49*	*57,13,76*	*30,83,18*	*3,79,10*	*—35,01*	*34,27,27*	*22,86,49*	*54·17*	
	1925-26	43,21,83	—1,47	43,20,36	22,55,63	3,60,67	— 7,61	26,08,69	17,11,67	52·19	
Total Central ..	*1924-25*	*1,00,76,41*	*28,15*	*1,01,04,56*	*55,78,22*	*7,39,36*	*—37,64*	*62,79,94*	*38,24,62*	*53·35*	
	1925-26	99,69,65	35	99,70,00	56,53,30	7,98,40	—10,20	64,41,50	35,28,50	56·70	
Total Provincial	*1924-25*	*2,66*	*—7*	*2,59*	*2,54*	*6*	*5*	*2,65*	*—6*	*95·49*	
	1925-26	2,80	—3	2,77	2,19	36	—7	2,48	29	78·21	
Grand Total ..	*1924-25*	*1,00,79,07*	*28,08*	*101,07,15*	*55,30,76*	*7,39,42*	*—37,59*	*62,82,59*	*38,24,56*	*55·36*	
	1925-26	99,72,45	32	99,72,77	56,55,49	7,98,76	—10,27	64,43,98	35,28,79	56·71	

V.—Summary of Capital at Charge, Revenue Earnings and Expenses of Railways by classes for the years 1924-25 and 1925-26. (*In thousands of rupees.*)

Classification.	Year.	Total capital at charge (including ferries and suspense).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 3
1	2	3	4	5	6	7	8
Class I Railways	*1924-25*	*7,09,78,51*	*1,11,09,26*	*67,03,92*	*44,05,34*	*60·35*	*6·21*
	1925-26	7,29,97,90	1,09,68,35	68,72,58	40,95,77	62·66	5·61
Class II Railways	*1924-25*	*19,37,06*	*3,09,65*	*1,94,40*	*1,15,25*	*62·78*	*5·95*
	1925-26	20,07,63	3,12,87	1,95,94	1,16,93	62·63	5·82
Class III Railways	*1924-25*	*4,21,81*	*56,29*	*38,36*	*17,93*	*68·15*	*4·25*
	1925-26	4,25,99	57,99	40,53	17,46	69·89	4·10
Total State Railways	*1924-25*	*6,52,03,26*	*1,00,33,10*	*61,73,20*	*38,59,90*	*61·53*	*5·92*
	1925-26	6,70,58,22	99,20,02	63,41,36	35,78,66	63·92	5·34
Total other Railways	*1924-25*	*81,34,12*	*14,42,10*	*7,63,48*	*6,78,62*	*52·94*	*8·34*
	1925-26	83,73,30	14,19,19	7,67,69	6,51,50	54·09	7·78
Grand Total	*1924-25*	*7,33,37,38*	*1,14,75,20*	*69,36,68*	*45,38,52*	*60·45*	*6·19*
	1925-26	7,54,31,52	1,13,39,21	71,09,05	42,30,16	62·69	5·61

VI.—Summary of Capital at Charge, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1924-25 and 1925-26.

Classification.	Year.	Route mileage on 31st March.	Total capital at charge including ferries and suspense.	Gross earnings.*	Working expenses.*	Net earnings.	Remarks.
1	2	3	4†	5†	6†	7†	8
		Miles.	Rs.	Rs.	Rs.	Rs.	
State lines worked by the State	*1924-25*	*10,154·92*	*(a) 2,87,79,28*	*43,88,96*	*28,72,79*	*15,16,17*	†The figures in columns 4 to 7 are in thousands.
	1925-26	13,168·89	(a) 3,98,81,99	56,49,79	38,30,92	18,18,87	
State lines worked by companies (*b*) and (*c*).	*1924-25*	*17,004·26*	*(d) 3,64,23,98*	*56,44,14*	*33,00,41*	*23,43,73*	
	1925-26	14,095·33	(d) 2,71,76,23	42,70,23	25,10,44	17,59,79	
Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1924-25*	*196·06*	*1,44,23*	*11,38*	*8,19*	*3,19*	
	1925-26	196·06	1,46,06	11,32	8,89	2,43	
Branch line companies' railways under Guarantee terms, worked by the main line.	*1924-25*	*114·65*	*82,52*	*12,79*	*6,53*	*6,26*	
	1925-26	114·65	83,09	14,19	7,21	6,98	
Branch line companies' railways under Rebate terms, worked by the main line (*e*).	*1924-25*	*1,981·04*	*13,93,92*	*2,66,63*	*1,35,59*	*1,31,04*	
	1925-26	2,068·62	14,04,14	2,47,14	1,26,16	1,20,98	
Branch line companies' railways under Guarantee and rebate terms.	*1924-25*	*166·60*	*1,82,13*	*14,57*	*8,10*	*6,47*	
	1925-26	166·60	1,83,37	14,82	7,92	6,90	
Companies' lines subsidized by the Government of India.	*1924-25*	*2,171·54*	*17,38,75*	*3,21,85*	*1,50,00*	*1,71,85*	
	1925-26	2,194·99	17,83,66	3,17,45	1,42,47	1,74,98	
Companies' lines subsidized by Local Governments.	*1924-25*	*137·02*	*1,79,57*	*41,31*	*25,86*	*15,45*	
	1925-26	137·02	1,89,50	43,01	25,75	17,26	
Unassisted companies' lines	*1924-25*	*69·70*	*38,54*	*3,97*	*2,90*	*1,07*	
	1925-26	69·70	38,81	3,82	2,72	1,10	
District Board lines	*1924-25*	*271·27*	*1,53,25*	*36,73*	*19,67*	*17,06*	
	1925-26	271·27	1,53,34	37,44	22,30	15,14	
Companies' lines subsidized by District Boards.	*1924-25*	*306·10*	*1,52,24*	*36,19*	*18,68*	*71,51*	
	1925-26	306·10	1,54,49	37,39	18,94	18,45	
Indian State lines worked by Indian States.	*1924-25*	*3,054·54*	*16,49,35*	*2,85,74*	*1,83,20*	*1,02,54*	
	1925-26	3,101·39	17,35,62	2,70,47	1,82,21	88,26	
Indian State lines worked by the main line.	*1924-25*	*1,814·01*	*12,08,42*	*2,15,18*	*1,24,00*	*91,18*	
	1925-26	1,860·79	12,95,92	2,18,81	1,26,58	92,23	
Companies' lines guaranteed by Indian States.	*1924-25*	*754·47*	*9,96,54*	*1,76,33*	*68,69*	*1,07,64*	
	1925-26	754·47	9,90,61	1,81,53	83,59	97,94	
Lines in foreign territory worked by British Indian railway companies.	*1924-25*	*73·60*	*2,14,66*	*19,43*	*12,07*	*7,36*	
	1925-26	73·60	2,14,69	21,80	12,95	8,85	
Total	*1924-25*	*38,269·78*	*(f)7,33,37,38*	*1,14,75,20*	*69,36,68*	*45,38,52*	
	1925-26	38,579·48	(f)7,54,31,52	1,13,39,21	71,09,05	42,30,16	

*Do not include items of receipts and charges in England finally accounted for in English Accounts.

(*a*) Excludes the Central Indian coal-fields Railway Construction, Delhi (New Capital) Railway works but includes Jorhat Provincial railway.

(*b*) Includes the Travancore Railway (Indian State Section).

(*c*) Includes the Alnavar-Dandeli and Madaya-Mandalay Light railways.

(*d*) Includes (*i*) the share owned by the Bhopal Durbar in the Bhopal Itarsi Railway and (*ii*) Burma Provincial Railways.

(*e*) Excludes the Matheran Light Railway from columns 4 to 7 for which information was not furnished.

(*f*) Excludes expenditure on account of (1) Interest charges during construction on the Assam-Bengal Railway, (2) State outlay on the Patri Branch charged against civil works grant, (3) Expenditure incurred in England on the South Bihar Railway, (4) Outlay from joint Debenture Stock on the Lucknow-Bareilly Railway, (5) Delhi (New Capital) Railway works, (6) Miscellaneous and (7) United Provinces Distillery sidings.

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1926.

Classification.	Route mileage open on the 31st March 1926.			Track mileage open on the 31st March 1926.			Route mileage opened during the financial year 1925-26.	Route mileage authorised but not open for traffic on 31st March 1926.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
Class I Railways—									
5′ 6″ gauge	15,742·37	3,189·33	18,931·70	22,342·62	6,504·00	28,846·62	166·21	189·97	967·22
3′ 3½″ gauge	13,548·74	203·42	13,752·16	13,955·58	2,688·32	16,643·90	88·92	229·27	656·56
2′ 6″ and 2′ 0″ gauges ..	2,011·96	*Nil*	2,011·96	2,011·96	249·56	2,261·52	59·00	82·65	113·00
Total ..	31,303·07	3,392·75	34,695·82	38,310·16	9,441·88	47,752·04	314·13	501·89	1,736·78
Class II Railways—									
3′ 3½″ gauge	1,983·90	*Nil*	1,983·90	1,983·90	251·89	2,235·79	35·23	253·69	62·44
2′ 6″ and 2′ 0″ gauges ..	993·16	*Nil*	993·16	993·23	115·37	1,108·60	2·23	66·73	89·51
Total ..	2,977·06	*Nil*	2,977·06	2,977·13	367·26	3,344·39	37·46	320·42	151·95
Class III Railways—									
3′ 3½″ gauge	137·34	*Nil*	137·34	137·34	18·08	155·42	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges ..	769·26	*Nil*	769·26	769·26	58·02	827·28	*Nil*	17·79	47·77
Total ..	906·60	*Nil*	906·60	906·60	76·10	982·70	*Nil*	17·79	47·77
Total State Railways—									
5′ 6″ gauge	13,147·03	3,188·07	16,335·10	19,744·76	6,132·78	25,877·54	79·21	157·98	854·80
3′ 3½″ gauge	9,488·54	185·60	9,674·14	9,859·74	2,064·00	11,923·74	26·61	154·71	575·78
2′ 6″ and 2′ 0″ gauges ..	1,420·62	*Nil*	1,420·62	1,420·62	197·59	1,618·21	43·00	51·02	113·00
Total ..	24,056·19	3,373·67	27,429·86	31,025·12	8,394·37	39,419·49	148·82	363·71	1,543·58
Total Other Railways—									
5′ 6″ gauge	2,595·34	1·26	2,596·60	2,597·86	371·22	2,969·08	87·00	31·99	112·42
3′ 3½″ gauge	6,181·44	17·82	6,199·26	6,217·08	894·29	7,111·37	97·54	328·25	143·22
2′ 6″ and 2′ 0″ gauges ..	2,353·76	*Nil*	2,353·76	2,353·83	225·36	2,579·19	18·23	116·15	137·28
Total ..	11,130·54	19·08	11,149·62	11,168·77	1,490·87	12,659·64	202·77	476·39	392·92
Total—									
5′ 6″ gauge	15,742·37	3,189·33	18,931·70	22,342·62	6,504·00	28,846·62	166·21	189·97	967·22
3′ 3½″ gauge	15,669·98	203·42	15,873·40	16,076·82	2,958·29	19,035·11	124·15	482·96	719·00
2′ 6″ and 2′ 0″ gauges ..	3,774·38	*Nil*	3,774·38	3,774·45	422·95	4,197·40	61·23	167·17	250·28
Grand Total ..	35,186·73	3,392·75	38,579·48	42,193·89	9,885·24	52,079·13	351·59	840·10	1,936·50

H53RAR

VIII.—Summary of

Classification.	Locomotives.		Rail motors.		Steam Coaches. †		Coaching vehicles (excluding vehicles used exclusively on railway service)					
							Passenger carriages.					Other vehicles including brake vans.
								Seats.				
	No.	Total tractive effort in lbs.	No.	Seats.	No.	Seats.	No.	1st.	2nd.	Inter.	Third.	No.
1	2	3	4	5	6	7	8	9	10	11	12	13
Class I Railways.												
5′ 6″ gauge Ordinary	6,526	138,524,058	38	276	2	139	10,154	22,156	42,222	53,602	611,424	3,881
5′ 6″ gauge Electric	*13	..	..	..	..	..	39	195	546	..	4,914	..
3′ 3⅜″ gauge . .	2,668	32,955,081	6	227	..	..	7,680	10,110	13,347	9,886	331,588	1,338
	Number.		Number.									
2′ 6″ and 2′ 0″ gauges	306		13				845	1,034	1,340	1,701	25,815	55
Class II Railways.												
3′ 3⅜″ gauge . .	230		...				717	1,171	2,010	899	25,498	173
2′ 6″ and 2′ 0″ gauges	141		..				533	599	707	380	14,910	72
Class III Railways.												
3′ 3⅜″ gauge . .	20		..				61	82	157	40	1,529	13
2′ 6″ and 2′ 0″ gauges	120		1				420	386	358	1,127	10,445	24

IX.—Summary of net Additions

Classification.	Locomotives.		Rail motors.		Steam coaches.		Coaching vehicles (excluding vehicles used exclusively on railway service).					
							Passenger carriages.					Other vehicles including brake vans.
								Seats.				
	No.	Total tractive effort in lbs.	No.	Seats.	No.	Seats.	No.	1st.	2nd.	Inter.	Third.	No.
1	2	3	4	5	6	7	8	9	10	11	12	13
Class I Railways.												
5′ 6″ gauge Ordinary	—18	2,099,251	—11	—183	..	...	139	379	700	3,607	28,688	228
5′ 6″ gauge Electric	*6	..	..	...	..	..	18	90	252	..	2,268	..
3′ 3⅜″ gauge . .	18	408,190	—3	62	..	..	—2	65	373	51	2,940	14
	Number.		Number.									
2′ 6″ and 2′ 0″ gauges	1		..				8	43	100	10	—22	..
Class II Railways.												
3′ 3⅜″ gauge . .	12		..				31	42	41	—123	1,954	36
2′ 6″ and 2′ 0″ gauges	11		..				10	—2	26	18	161	—6
Class III Railways.												
3′ 3⅜″ gauge . .	..		1				1	6	9	..	14	..
2′ 6″ and 2′ 0″ gauges	9		1				4	10	35	43	281	—1
By gauges.												
5′ 6″ gauge . .	—18	2,099,251	—11	—183	...	...	139	379	700	3,607	28,688	228
	6*	..	..	..	...	..	18	90	252	..	2,268	..
	Number.		Number.									
3′ 3⅜″ gauge .	30		—2				30	113	423	—72	4,908	50
2′ 6″ and 2′ 0″ gauges	21		1				22	51	161	71	420	—7

X.—Summary of Passenger and Goods

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1924-25.	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*1,195,0*	1,122,9	*39,3*	36,1	*11,3*	10,3
2nd class . . . . . „	*9,986,6*	10,199,8	*287,3*	264,8	*26,7*	25,1
Inter class . . . . . „	*12,257,9*	13,645,2	*219,8*	217,1	*169,7*	146,9
3rd class . . . . . „	*545,583,1*	564,418,6	*27,139,8*	28,021,8	*9,081,4*	9,337,8
Total (*a*) . „	*569,022,6*	589,386,5	*27,686,2*	28,536,8	*9,289,1*	9,520,1
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*105,240*	109,344	*1,364*	1,551	*337*	286
2nd class . . . . . „	*360,070*	371,934	*19,667*	9,768	*708*	685
Inter class . . . . . „	*566,028*	614,990	*5,713*	5,481	*2,421*	2,217
3rd class . . . . . „	*18,071,107*	18,416,266	*657,153*	662,456	*129,042*	136,455
Total . „	*19,102,445*	19,512,534	*675,397*	679,256	*132,508*	139,643
3. Average miles a passenger was carried—						
1st class . . . . . „	*88·1*	97·4	*47·4*	43·0	*29·8*	27·8
2nd class . . . . . „	*36·1*	36·5	*37·1*	37·3	*26·5*	27·3
Inter class . . . . . „	*46·2*	45·1	*26·0*	25·1	*14·3*	15·1
3rd class . . . . . „	*33·1*	32·6	*24·2*	23·6	*14·2*	14·6
Total . „	*33·6*	33·1	*24·4*	23·8	*14·3*	14·7
4. Earnings from Passengers carried (in thousands of Rupees)—						
1st class . . . . . Rs.	*1,19,57*	1,17,58	*3,02*	2,54	*34*	30
2nd class . . . . . „	*1,84,29*	1,82,97	*6,79*	6,06	*42*	39
Inter class . . . . . „	*1,45,29*	1,57,16	*1,80*	1,69	*92*	76
3rd class . . . . . „	*32,46,98*	33,09,80	*1,34,69*	1,35,96	*30,84*	30,69
Total . „	*36,96,63*	37,67,51	*1,46,30*	1,46,25	*32,52*	32,14
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies	*21·8*	20·6	*31·1*	31·4	*19·4*	20·1
2nd class . . . . . „	*9·93*	9·45	*12·2*	11·9	*11·4*	10·9
Inter class . . . . . „	*4·92*	4·91	*6·05*	5·92	*7·30*	6·58
3rd class . . . . . „	*3·45*	3·45	*3·94*	3·94	*4·59*	4·32
Total . „	*3·71*	3·71	*4·16*	4·13	*4·71*	4·42
6. Tons of goods carried (in thousands) (*b*) .	*102,129*	101,242	*3,524*	3,832	*931*	1,033
7. Net ton-miles (in thousands) . . .	*21,063,684*	19,661,723	*190,389*	220,413	*14,618*	16,743
8. Average miles a ton of goods was carried .	*206·2*	194·2	*53·9*	57·5	*26·6*	29·0
9. Earnings from goods carried (in thousands of rupees).	*64,86,77*	62,78,50	*1,37,91*	1,41,84	*20,00*	20,79
10. Average rate charged for carrying a ton of goods one mile . . . . . Pies.	*5·91*	6·13	*13·9*	12·3	*15·7*	14·2

Revenue Statistics by Classes and Gauges for the years 1924-25 and 1925-26.

5′ 6″.		3′ 3½″.		2′ 6″ and 2′ 0″.		All Railways.		Remarks.
1924-25.	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	
8	9	10	11	12	13	14	15	16
922,7	855,4	*280,8*	269,3	*42,1*	44,6	*1,100,9*	(a) 1,031,9	
8,266,0	8,396,6	*1,897,6*	1,946,6	*137,0*	143,5	*9,777,9*	(a) 9,909,4	
11,236,5	12,341,8	*1,042,1*	1,297,8	*368,8*	369,6	*12,200,7*	(a) 13,601,4	
340,266,5	351,436,2	*211,916,3*	219,207,9	*29,621,5*	31,134,1	*553,265,9*	(a) 574,501,1	
360,691,7	373,030,0	*215,136,8*	222,721,6	*30,169,4*	31,691,8	*576,345,4*	(a) 599,034,8	
85,071	88,444	*20,485*	20,994	*1,885*	1,743	*107,441*	111,181	
281,259	289,711	*85,158*	87,874	*5,028*	4,802	*371,445*	382,387	
511,663	552,667	*54,651*	62,051	*7,848*	7,970	*574,162*	622,688	
11,794,152	11,904,358	*6,503,025*	6,740,667	*560,125*	570,152	*18,857,302*	19,215,177	
12,672,145	12,835,180	*6,663,319*	6,911,586	*574,886*	584,667	*19,910,350*	20,331,433	
92·1	103·4	*73·0*	78·0	*44·8*	39·1	*97·6*	107·7	
34·0	34·5	*44·9*	45·1	*36·7*	33·5	*38·0*	38·6	
45·5	44·8	*52·4*	47·8	*21·3*	21·6	*47·1*	45·8	
37·7	33·9	*30·7*	30·8	*18·9*	18·3	*34·1*	33·4	
35·1	34·4	*31·0*	31·0	*19·1*	18·4	*34·5*	33·9	
92,54	91,11	*25,91*	25,14	*4,48*	4,17	*1,22,93*	1,20,42	
1,37,37	1,35,67	*48,36*	46,88	*5,27*	4,87	*1,92,90*	1,89,42	
1,30,27	1,40,62	*14,55*	15,84	*3,19*	3,15	*1,48,01*	1,59,61	
21,42,22	21,80,47	*11,38,17*	11,83,52	*1,32,12*	1,32,46	*34,12,51*	34,76,45	
25,02,40	25,27,87	*12,27,99*	12,73,38	*1,45,06*	1,44,65	*38,75,45*	39,45,90	
20·8	19·8	*24·3*	23·0	*45·6*	45·9	*22·0*	20·8	
9·38	8·99	*11·1*	10·7	*20·1*	19·5	*9·92*	9·51	
4·89	4·89	*5·11*	4·90	*7·80*	7·59	*4·95*	4·92	
3·49	3·48	*3·36*	3·37	*4·52*	4·46	*3·42*	3·47	
3·79	3·78	*3·54*	3·54	*4·84*	4·75	*3·74*	3·73	
77,355	75,745	*25,554*	26,702	*3,675*	3,660	*77,796*	(b) 79,617	
17,504,585	16,151,147	*3,626,253*	3,618,257	*137,853*	129,475	*21,268,691*	19,898,879	
226·3	213·2	*141·9*	135·5	*37·5*	35·4	*273·4*	249·9	
49,86,47	47,37,49	*15,40,52*	15,86,97	*1,17,69*	1,16,67	*66,44,68*	64,41,13	
5·47	5·63	*3·16*	3·42	*16·4*	17·3	*6·00*	6·21	

(a) Columns 2 to 7 represent the total of passengers carried on individual railways, columns 8 to 13 the total of number carried on individual gauges on all railways and columns 14 and 15 the number originating on all railways.

(b) The above remark applies to tons carried also.

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1924-25 and 1925-26.

Class or Gauge.	Year.	Net earnings.			Working expenses.			Gross earnings.			
		Total (in thousands of rupees.)	Per train mile.	Per mean mile worked.	Total (in thousands of rupees).	Per train mile.	Per mean mile worked per week.	Total (in thousands of rupees).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I Railways ..	*1924-25*	*44,05,34*	*2·82*	*12,702*	*67,03,92*	*4·30*	*371*	*1,11,09,26*	*7·12*	*32,003*	*616*
	1925-26	40,95,77	2·65	11,789	68,72,58	4·45	380	1,09,68,35	7·11	31,570	607
Class II Railways ..	*1924-25*	*1,15,25*	*1·90*	*3,923*	*1,94,40*	*3·21*	*127*	*3,09,65*	*5·11*	*10,539*	*203*
	1925-26	1,16,93	1·85	3,927	1,95,94	3·09	127	3,12,87	4·94	10,509	202
Class III Railways..	*1924-25*	*17,93*	*1·14*	*1,975*	*38,36*	*2·44*	*81*	*56,29*	*3·59*	*6,199*	*119*
	1925-26	17,46	1·07	1,925	40,53	2·47	86	57,99	3·54	6,394	123
Total All Railways	*1924-25*	*45,38,52*	*2·77*	*11,780*	*69,36,68*	*4·24*	*346*	*1,14,75,20*	*7·01*	*29,785*	*573*
	1925-26	42,30,16	2·61	10,951	71,09,05	4·38	54	1,13,39,21	6·99	29,355	565
5' 6" Gauge ..	*1924-25*	*31,63,98*	*3·02*	*16,564*	*50,31,64*	*4·81*	*507*	*81,95,62*	*7·83*	*42,901*	*825*
	1925-26	28,01,18	2·73	14,751	51,67,70	5·04	523	79,68,88	7·77	41,965	807
3' 3½" Gauge ..	*1924-25*	*12,87,51*	*2·46*	*8,169*	*17,08,23*	*3·27*	*208*	*29,95,74*	*5·73*	*19,067*	*365*
	1925-26	13,42,56	2·53	8,432	17,42,91	3·28	211	30,85,47	5·82	19,378	373
2'6" and 2'0" Gauge	*1924-25*	*87,03*	*1·32*	*2,375*	*1,96,81*	*2·98*	*103*	*2,83,84*	*4·30*	*7,747*	*149*
	1925-26	86,42	1·29	2,326	1,98,44	2·96	103	2,84,86	4·25	7,667	147
Total All Gauges	*1924-25*	*45,38,52*	*2·77*	*11,780*	*69,36,68*	*4·24*	*346*	*1,14,75,20*	*7·01*	*29,785*	*573*
	1925-26	42,30,16	2·61	10,951	71,09,05	4·38	354	1,13,39,21	6·99	29,355	565

XII.—Summary of Train and Engine Mileage for the years 1924-25 and 1925-26 (In thousands of miles).

Particulars.	Year.	Train Miles.				Engine Miles.			Total train and engine miles. (Colms. 6 + 9).	Remarks.
		Passenger.	Goods.	Mixed.	Total (including departmental.)	Shunting.	*Miscellaneous.	Total. (Colms. 7 + 8.)		
1	2	3	4	5	6	7	8	9	10	11
Class I Railways	*1924-25*	*64,312*	*58,489*	*25,162*	*155,944*	*32,086*	*17,319*	*49,405*	*205,349*	*Includes light, assisting required, assisting not required, siding and departmental.*
	1925-26	67,858	56,113	26,007	154,304	30,182	16,806	46,988	201,292	
Class II Railways	*1924-25*	*1,363*	*1,409*	*3,256*	*6,062*	*1,011*	*136*	*1,147*	*7,209*	
	1925-26	1,460	1,227	3,514	6,336	1,100	99	1,199	7,535	
Class III Railways	*1924-25*	*288*	*67*	*1,243*	*1,612*	*244*	*105*	*349*	*1,961*	
	1925-26	243	71	1,315	1,638	264	115	379	2,017	
5′ 6″ gauge	*1924-25*	*49,084*	*43,472*	*7,536*	*104,691*	*23,138*	*14,325*	*37,463*	*142,154*	
	1925-26	51,787	40,888	7,556	102,579	21,222	13,502	34,724	137,303	
3′ 3⅜″ gauge	*1924-25*	*15,884*	*15,188*	*17,915*	*52,319*	*8,983*	*2,958*	*11,941*	*64,260*	
	1925-26	16,712	15,194	19,076	53,004	9,069	3,226	12,295	65,299	
2′ 6″ and 2′ 0″ gauges	*1924-25*	*995*	*1,305*	*4,210*	*6,608*	*1,220*	*277*	*1,497*	*8,105*	
	1925-26	1,062	1,329	4,204	6,695	1,255	292	1,547	8,242	
Total All Railways	*1924-25*	*65,963*	*59,965*	*29,661*	*163,618*	*33,341*	*17,560*	*50,901*	*214,519*	
	1925-26	69,561	57,411	30,836	162,278	31,546	17,020	48,566	210,844	

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1926.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1. Coaching vehicle miles	882,240,000	286,730,000	7,118,000
2. *Wagon miles*—			
2·01 Loaded	1,258,700,000	498,594,000	18,131,000
2·02 Empty	587,539,000	186,768,000	9,550,000
2·03 Total (excluding brake vans)	1,846,239,000	685,362,000	28,381,000
2·04 Percentage loaded of total	68·2	72·8	66·3
3. Net or freight ton miles	16,098,010,000	3,257,365,000	84,564,000
4. *Gross ton miles (including weight of engine)*—			
4·01 Passenger and proportion of mixed	22,016,948,000	6,322,120,000	266,812,000
4·02 Goods and proportion of mixed	37,638,592,000	7,907,128,000	270,574,000
5. *Wagon User*—			
5·01 Average wagon load (Total traffic)	12·6	6·6	4·4
5·02 Wagon miles per wagon day	34·2	30·8	15·7
5·03 Net ton miles per wagon day	295·3	148·5	45·8
6. *Running of trains*—			
Average speed—Train miles per train engine hour—			
6·01 Passenger trains	19·5	16·1	12·1
6·02 Mixed trains	13·4	12·3	11·1
6·03 Goods trains—Main lines	9·74	9·01	8·96
6·04 Goods trains—Branch lines	8·94	9·53	
7. *Average train load*—			
Passenger—			
7·01 Number of vehicles	17·0	18·3	..
Passenger and proportion of mixed—			
7·02 Gross weight (including weight of engine)	386·7	246·6	..
Goods—			
7·03 Main lines—Loaded wagons	31·2	29·0	..
7·04 Main lines—Empty wagons	14·9	11·3	..
7·05 Main lines—Total	46·1	40·3	..
7·06 Percentage loaded of total	67·7	72·0	..
7·07 Branch lines—Loaded wagons	24·1	20·5	..

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0 Gauges.
Average train load—concld.			
Goods—*contd.*			
7·08 Branch lines—Empty wagons	10·1	8·01	..
7·09 Branch lines—Total	34·2	28·5	..
7·10 Percentage loaded of total	70·6	71·9	..
Main and Branch Lines— Goods and proportion of mixed—			
7·11 Net or freight weight	371·8	155·8	59·5
7·12 Gross weight (*including* weight of engine)	869·4	376·2	190·3
7·13 Gross weight (*excluding* weight of engine)	759·2	318·7	141·3
8. *Light Running.*—			
Light engine miles per 100 train miles—			
8·01 Passenger and proportion of mixed	1·77	0·83	..
8·02 Goods and proportion of mixed	8·36	2·14	..
9. *Shunting.*—			
Shunting miles per 100 train miles—			
9·01 Passenger and proportion of mixed	6·46	5·85	..
9·02 Goods and proportion of mixed	40·5	32·3	..
9·03 Wagon miles per shunting engine hour	536·7	512·3	..
9·04 Net ton miles per shunting engine hour	4,679·6	2,448·3	..
10. *Efficiency.*—			
10·01 Wagon miles per engine hour	179·2	154·7	..
10·02 Net ton miles per engine hour	1,562·5	739·1	..
10·03 Gross ton miles per engine hour	3,653·3	1,784·3	..
11. *Engines and Engine User.*—			
11·01 Average authorised stock (excluding engines ordered but not yet handed over to traffic)	6,476	2,569	290
11·02 Average total number on the line	6,518	2,620	270
11·03 Average number available for use	5,043	2,111	209
11·04 Average number in good repair stored	193	1	2
11·05 Engine miles per day per engine on the line	57·8	63·3	40·9
11·06 Net ton miles per goods locomotive day	11,913·4	6,564·5	1,906·6
12. *Density.*—			
12·01 Passenger miles per running track mile per annum	574,471	458,978	130,246
12·02 Passenger miles per route mile per annum	677,973	465,767	130,246
12·03 Net ton miles per running track mile per annum	722,885	245,301	43,371
12·04 Net ton miles per route mile per annum	853,127	248,929	43,371
12·05 Gross ton miles per running track mile per annum	2,699,730	1,040,069	272,335
12·06 Gross ton miles per route mile per annum	3,186,140	1,055,453	272,335
12·07 Train miles per running track mile per day	12·6	9·54	4·29
13. *Repair of Rolling stock*— Engines—			
13·01 Average number under or awaiting repair	1,475	509	60
13·02 Percentage of item 13·01 to average number on the line	22·6	19·4	22·2

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
Repair of Rolling stock—concld.			
Coaching Stock—			
13·03 Average number of passenger carriages under or awaiting repairs	1,525	832	71
13·04 Percentage of item 13·03 to average number on the line.	15·9	12·0	8·78
13·05 Average number of other coaching vehicles under or awaiting repairs.	491	187	8
13·06 Percentage of item 13·05 to average number on the line	11·6	11·0	8·16
13·07 Number overdue repairs on 31st March 1926	2,941	1,371	177
13·08 Percentage of item 13·07 to average authorised stock (excluding stock ordered but not yet handed over to traffic).	20·1	14·3	34·5
Goods Stock—			
13·09 Number of unserviceable wagons	9,800	4,188	221
13·10 Percentage of item 13·9 to average number on the line daily	6·62	6·92	4·42
13·11 Number overdue repairs on 31st March 1926	17,440	5,120	202
13·12 Percentage of item 13·11 to average authorised number of wagons owned (excluding wagons ordered but not yet handed over to traffic).	11·5	9·55	16·1
14. ***Coal consumption***—			
Number of tons of fuel consumed—			
14·01 Foreign coal	..	9,742	..
14·02 Indian coal	4,957,614	1,264,601	122,510
14·03 Wood*	6,801	92,991	107
14·04 Oil fuel*	118,696	69	..
14·05 Total (in terms of coal)	5,176,144	1,311,665	122,552
Passenger and Mixed—			
14·06 Total net tons of coal consumed	1,883,981	667,187	57,430
14·07 lbs. per engine mile	65·5	45·6	44·5
Goods—			
14·08 Total net tons of coal consumed—Goods service	2,273,556	386,967	27,991
14·09 Ditto Shunting (including siding)	656,170	128,431	16,666
14·10 Ditto Departmental	171,577	62,545	
14·11 Lbs. per engine mile (Goods service)	97.8	60·6	62·9
14·12 Lbs. per engine mile (shunting including siding)	62·4	33·7	..
Lbs. of coal consumed per 1,000 gross ton miles—			
14·13 Passenger and proportion of mixed	184·5	185·1	368·8
14·14 Goods and proportion of mixed	142·5	154·2	363·4
15. ***Oil consumption***—			
Lubricating oil used on engines (excluding departmental)—			
15·01 Total pints (Passenger and Mixed)	5,508,076	2,010,882	268,469
15·02 Total pints (Goods trains)	4,380,895	1,017,617	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·73	5·96	6·73
15·04 Pints per 100 engine miles (Goods)	9·00	6·48	
Lubricating oil used on coaching goods, and departmental vehicles			
15·05 Total pints	8,660,757	1,738,147	..
15·06 Pints per 1,000 vehicle miles	2·92	1·35	..

*Codverted in terms of Coal.

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

I. Statement of Net Revenue Receipts of State-owned Railways for the year 1925-26 and of the per-
Government after meeting all charges against the net

Class and Name of Railway.	Capital at charge on 31st March 1926.	Net Revenue Receipts.	Percentage on net Revenue Receipts on Capital at charge.
1	2	3	4
Central.			
STATE LINES WORKED BY THE STATE.			
Aden	14,97	—64	—4·27
Central Indian Coal-fields	1,23,71	..	..
Delhi (New Capital) Railway Works Scheme	80,50	..	..
Eastern Bengal	44,69,27	1,69,69	3·79
East Indian	1,29,63,34	7,69,40	5·93
North Western (Commercial)	84,08,53	4,82,58	5·74
North Western (Military)—			
Main line	28,33,00	—16,07	—0·57
Khyber	2,70,72	..	..
Great Indian Peninsula	1,08,41,07	4,11,87	3·80
TOTAL	4,00,05,11	18,16,83	4·54
STATE LINES WORKED BY COMPANIES OR INDIAN STATES.			
Assam-Bengal	19,25,88	75,58	3·92
Bengal-Nagpur	66,58,90	3,14,63	4·72
Bezwada Extension	17,11	5,15	30·09
Bombay, Baroda and Central India (including Dholka-Dhanduka)	67,06,79	4,74,05	7·07
Burma Railways (including Extensions)	28,23,14	2,19,05	7·76
Jodhpur-Hyderabad (British Section)	58,09	6,46	11·12
Lucknow-Bareilly	1,56,45	19,58	12·52
Madras and Southern Mahratta	51,16,79	3,42,15	6·68
Dhone-Kurnool	10,17	..	..
South Indian	25,61,45	2,19,11	8·55
Coonoor-Ootacamund	51,13	..	..
Travancore (British Section)	51,29	8,40	4·47
Travancore (Indian State Section)	1,36,56		
Tinnevelly-Tiruchendur	..	..	..
South Behar	67,59	..	..
Tirhoot	8,88,61	96,15	10·82
Contribution to Depreciation Fund on account of Company worked lines	..	—68,64	..
TOTAL	2,72,29,95	17,11,67	6·29
Miscellaneous Items.			
Abandoned Projects, etc.	32,26	..	..
Other miscellaneous items	2,35,57	..	..
Total Central	6,75,02,89	35,28,50	5·23
Provincial.			
Assam (Jorhat)	13,50	19	1·41
United Provinces (Distillery siding)	1,72	..	..
Burma Provincial	5,00	10	2·00
Total Provincial	20,22	29	1·43
GRAND TOTAL	6,75,23,11	35,28,79	5·23

centage of those figures on the Capital at Charge on 31st March 1926 also of the net gain or loss to Revenue Receipts (In thousands of rupees).

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between Columns (3) and (7).		
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	Percentage of gain or loss on Capital at charge.
5	6	7	8	9	10
..	70	70	..	1,34	—8·95
..	4,45	4,45	..	4,45	—3·60
..	4,51	4,51	..	4,51	—5·60
..	1,59,60	1,59,60	10,09	..	0·23
..	4,83,00	4,83,00	2,86,40	..	2·21
..	3,01,64	3,01,64	1,80,94	..	2·15
..	1,16,10	1,16,10	..	1,32,17	—4·66
..	14,84	14,84	..	14,84	—5·48
12,54	3,51,97	3,64,51	47,36	..	0·44
12,54	14,36,81	14,49,35	3,67,48	..	0·92
..	70,34	70,34	5,24	..	0·27
6,80	2,86,90	2,93,70	20,93	..	0·31
..	67	67	4,48	..	26·18
26,41	2,34,35	2,60,76	2,13,29	..	3·18
37,66	98,67	1,36,33	82,72	..	2·93
..	2,13	2,13	4,33	..	7·45
98	8,95	9,93	9,65	..	6·17
77,66	1,90,62	2,68,28	73,87	..	1·44
..	34	34	..	34	—8·34
7,83	1,01,64	1,09,47	1,09,64	..	4·28
..	1,87	1,87	..	1,87	—3·66
2,86	1,40	4,26	4,14	..	2·20
..	—14	—14	14	..	..
..	2,25	2,25	..	2,25	—3·33
4,68	30,42	35,10	61,05	..	6·87
..	..	..	..	68,64	..
1,64,88	10,30,41	11,95,29	5,16,38	..	1·89
..	1,07	1,07	..	1,07	—3·32
..	12,83	12,83	..	12,83	—5·44
1,77,42	24,81,12	26,58,54	8,69,96	..	1·29
..	49	49	..	30	—2·22
..	10	10	..	10	—5·81
..	28	28	..	18	—3·60
..	87	87	..	58	—2·87
1,77,42	24,81,99	26,59,41	8,69,38	..	1·29

2 (a).—*Statement of Capital at Charge of State-owned*

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees @ 1*s.* 4*d.* to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
State Lines worked by the State.							
Aden	..	..	30	..	..	—31	—1
Central Indian Coal-fields	..	..	54,99	..	15,41	19,73	90,13
Delhi (New Capital) Railway Works Scheme.	..	..	1,61	..	2,89	—2,77	1,73
Eastern Bengal	..	5,94,92	99,15	15,20	1,07	—6,65	1,08,77
East Indian	—1,29	55,86,52	2,39,03	1,41,72	5,48	—52,51	3,33,72
Rishikesh Road construction	..	..	5,06	..	55	—19	5,42
Great Indian Peninsula	..	(*a*) 56,09,59	1,28,01	1,20,98	3,05	—33,53	2,18,51
North Western (Commercial)	..	14,17,05	1,65,80	13,42	1,80	93	1,81,95
North Western (Military)—							
Main Line	..	..	19,40	—22	—4	—2	19,12
Khyber	..	..	24,45	..	1,93	—9,37	17,01
Total	—1,29	1,32,08,08	7,37,80	2,91,10	32,14	—84,69	9,76,35
State Lines woked by Companies or by Indian States.							
Assam-Bengal—I	..	..	1,52	..	..	..	1,52
Assam-Bengal—II	..	..	15,79	2,26	..	—5,80	12,25
Furkating Baduliparu Jorhat	..	..	11,19	..	49	79	12,47
Sibsagar Road Khowang	..	..	11,34	..	1,01	—2,64	9,71
Karimganj Lungai Valley	..	..	1	..	..	..	1
Bengal-Nagpur	..	..	1,90,02	1,29,33	12,21	—56,20	2,75,36
Bezwada Extension	..	..	11	..	..	..	11
Bombay, Baroda and Central India (including Jambusur Kavi).	..	21,83,54	1,16,07	73,26	7,74	—20,01	1,77,06
Burma	..	..	47,07	13,60	1,03	—2,18	59,52
Burma Extensions	..	..	4,04	4,88	7	..	8,99
Southern Shan States	..	..	42	..	..	..	42
Moulmein-Ye, Taungdwingyi-Kyaukpadaung Pyinmana-Taungdwingyi, Alon-Saingbyin, Segyi-Ye. U, Pegu-Kayan, Mandalay Madaya, Heho-Tayaw, Kayan-Thongwa and Bauktaw-Mingaladon formerly classed as Provincial Railways.	..	..	39,11	56	5,19	—8	44,78
Total Companies' Lines Carried over	..	21,83,54	4,36,69	2,23,89	27,74	—86,12	6,02,20

Railways on the 31st March 1926 (in thousands of rupees).

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Remarks.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
8,00	5,31	16	1,50	14,97	14,97	
68,74	..	23,85	31,12	1,23,71	1,23,71	(a) Includes Rs. 85,23,830 on account of exchange on £2,575,000 representing Great Indian Peninsula Company's share capital, paid off during the year.
63,21	..	11,75	5,54	80,50	80,50	
26,08,29	10,08,72	1,32,49	1,24,85	(b 38,74,35	44,69,27	(b) Excludes Rs. 4,22,737 on account of the cost of the offices of Superintendent, Local Manufacture and Government Test House transferred to Indian Stores Department, and includes Rs. 4,228 representing Sara-Parbatipur Conversion Survey Outlay transferred to construction account without financial adjustment.
37,75,94	31,93,26	1,00,34	2,99,02	(c) 73,68,56	1,29,55,08	
7,67	..	78	—19	8,26	8,26	
35,68,26	13,14,76	1,11,44	2,37,02	(d) 52,31,48	1,08,41,07	(c) Excludes Rs. 3,96,10,000 on account of capital expenditure on Naini-jubbulpur and Rs. 1,08,12,000 on Delhi Ghaziabad Sections transferred to Great Indian Peninsula and North Western Railways respectively and Rs. 14,744 on account of Capital expenditure on Delhi Umballa Kalka Railway transferred to North-Western Railway without financial adjustment. It also excludes Rs. 67,59,081 on account of Capital expenditure on South Bihar Railway now shown separately under "State Line worked by Companies or Indian States."
40,84,18	22,93,68	3,13,04	3,00,58	69,91,48	84,08,53	
21,79,95	4,60,83	1,12,81	79,41	28,33,00	(e) 28,33,00	
2,41,84	..	25,86	3,02	(f)2,70,72	2,70,72	
1,66,06,08	82,76,56	8,32,52	10,81,87	2,67,97,03	4,00,05,11	
59,05	..	..	..	59,05	59,05	(d) Includes Rs. 3,96,10,000 on account of Capital expenditure on Naini-jubbulpur and Rs. 44,246 Survey outlay of Agra Bah Railway transferred to Great Indian Peninsula Railway construction account without financial adjustment.
13,12,54	3,59,64	1,45,53	14,88	18,32,59	18,32,59	
11,19	..	49	79	12,47	12,47	
19,96	..	1,58	22	21,76	21,76	
1	..	..	..	1	1	
38,24,58	24,22,40	2,60,05	1,51,87	66,58,90	66,58,90	(e) Includes Rs. 1,08,12,000 on account of Capital expenditure on Delhi Ghaziabad Section and Rs. 14,744 on Delhi Umballa Kalka Railway transferred from East Indian Railway and excludes Rs. 3,06,011 transferred to the account of New Capital Railway Works Scheme, Delhi without financial adjustment.
15,94	..	1,17	..	17,11	17,11	
30,59,41	11,55,29	1,46,53	1,62,02	45,23,25	67,06,79	
14,91,71	4,10,75	1,34,47	81,09	21,18,02	21,18,02	(f) Excludes Rs. 2,400 on account of balance outstanding against "miscellaneous Advances" transferred to the head "Loans and advances" without financial adjustment.
1,83,17	69,39	16,21	..	2,68,77	2,68,77	
1,42,29	11,56	17,47	..	1,71,32	1,71,32	
2,14,77	21,59	28,60	7	2,65,03	2,65,03	
1,03,34,62	44,50,62	7,52,10	4,10,94	1,59,48,28	1,81,31,82	

2 (a).—*Statement of Capital at Charge of State-owned Railways*

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees @ 1s. 4d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines Brought forward	..	21,83,54	4,36,69	2,23,89	27,74	— 86,12	6,02,20
Jodhpur	..	..	3,91	..	..	1	3,92
Lucknow-Bareilly	..	..	..	..	..	—1,93	—1,93
Madras and Southern Mahratta	..	19,66,21	1,09,72	41,09	1,40	—24,41	1,27,80
Dhone-Kurnool	..	..	—1	..	..	..	—1
South Indian	..	8,58,93	1,53,31	13,27	10,88	30,88	2,08,34
Coonoor-Ootacamund	..	..	6	55	..	..	61
Travancore (British Section)	..	..	4,97	..	15	..	5,12
Travancore (Indian State Section).	..	..	—22	—1	—1	..	—24
South Bihar	..	..	..	..	..	..	..
Tirhoot	..	..	6,40	8,80	..	—12,77	2,43
Total	..	50,08,68	7,14,83	2,87,59	40,16	—94,34	9,48,24
Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
State Railway Stores	..	..	..	..	..	—5	—5
Total Central	—1,29	1,82,16,76	14,52,63	5,78,69	72,30	—1,79,08	19,24,54
Provincial.							
Assam (Jorhat)	..	..	14	63	..	—45	32
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
Burma Provincial	..	..	..	..	..	..	..
Total Provincial	..	..	14	63	..	—45	32
Grand total	—1,29	1,82,16,76	14,52,77	5,79,32	72,30	—1,79,53	19,24,86

on the 31st March 1926 (In thousands of rupees)—concld.

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.						Remarks.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.	Capital at charge at the end of the Financial year. (Columns 3+13).	
9	10	11	12	13	14	15
1,03,34,62	44,50,62	7,52,10	4,10,94	1,59,48,28	1,81,31,82	
54,55	34	3,08	12	58,09	58,09	
1,04,52	34,94	5,26	11,73	1,56,45	1,56,45	
21,73,15	7,78,92	1,03,59	94,92	31,50,58	51,16,79	
9,34	..	83	..	10,17	10,17	
9,58,94	5,53,80	73,12	1,16,66	17,02,52	25,61,45	
29,77	18,30	3,06	..	51,13	51,13	
40,54	6,00	4,75	..	51,29	51,29	
1,00,37	24,23	11,96	..	1,36,56	1,36,56	
59,74	..	7,85	..	67,59	67,59	
6,12,87	1,90,17	50,71	34,86	8,88,61	8,88,61	
1,44,78,41	60,57,32	10,16,31	6,69,23	2,22,21,27	2,72,29,95	
32,26	..	..	..	32,26	(a)32,26	(a) Distribution over minor heads is not available.
2,35,52	..	..	5	2,35,57	2,35,57	
3,13,52,27	1,43,33,88	18,48,83	17,51,15	4,92,86,13	6,75,02,89	
7,42	4,64	41	1,03	13,50	13,50	
1,72	..	..	..	1,72	1,72	
5,00	..	..	..	5,00	5,00	
14,14	4,64	41	1,03	20,22	20,22	
3,13,66,41	1,43,38,52	18,49,24	17,52,18	4,93,06,35	6,75,23,11	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES						
(A) Worked by the Branch						
OPEN LINES.						
Abmadpur-Katwa	2′ 6″	2	..	—2	—4	—4
Arakan Light	,,	..	..	..	—15	—15
Bankura-Damodar River	,,	8	..	—1	3	10
Burdwan-Katwa	,,	8	..	—1	6	13
Futwah-Islampur	,,	17	19	..	2	38
Kalighat-Falta	,,	56	84	..	1	1,41
TOTAL 1-(A)	..	91	1,03	—4	—7	1,83
(B) Worked by the						
OPEN LINES.						
Hardwar-Dehra	5′ 6″	47	..	..	..	47
Chaparmukh-Silghat	3′ 3⅜″	8	..	—1	..	7
Katakhal Lalabazar	3′ 3⅜″	—16	..	18	1	3
Dasghara-Jamalpurgunj	2′ 6″	..	..	..	..	..
TOTAL 1-(B)	..	39	..	17	1	57
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES.						
Amritsar-Patti	5′ 6″	9	..	..	..	9
Hoshiarpur Doab—						
Jullundur-Mukerian	,,	1,11	..	..	..	1,11
Phagwara-Rahon	,,	22	..	..	..	22
Mandra-Bhaun	,,	..	..	..	..	..
Sara-Sirajganj	,,	11	..	..	..	11
Sialkot-Narowal	,,	32	..	..	..	32
Southern Punjab—						
Main line	,,	3,18	..	..	..	3,18
Jullundur Doab	,,	—17	..	..	..	—17
Ludhiana Extension	,,	1,41	..	..	..	1,41
Sutlej Valley	,,	..	..	..	..	..
Tapti Valley	,,	63	..	4	..	67
Ahmedabad-Parantij	3′ 3⅜″	12	..	1	..	13
Champaner-Shivrajpur-Pani Light	2′ 6″	6	5	18	..	29
Dhond-Baramati	,,	1	..	..	..	1
Ellichpur-Yeotmal (including Pulgaon-Arvi railway)	,,	19	1	50	..	70
Godhra-Lunavada	,,	1	—1	15	..	15
Jacobabad-Kashmor	,,	32	42	..	..	74
Khulna Bagerhat	,,	21	..	..	..	21
Larkana-Jacobabad	,,	5	..	..	..	5
Mayurbhanj	,,	10	..	..	..	10
Nadiad-Kapadvanj	,,	..	11	16	..	27
Pachora-Jamner	,,	..	..	..	..	..
Darjeeling-Himalayan Extensions	2′0″	20	43	..	..	63
TOTAL (2)	..	8,17	1,01	1,04	..	10,22

the end of the year 1925-26 of other than State-owned Railways (In thousands).

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS?
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
Line Company.					
15,92	2,05	1,84	8	19,89	
28,76	16	1,60	15	30,67	
28,09	4,45	3,66	27	36,47	
13,70	2,87	1,63	39	18,59	
15,22	2,20	1,32	17	18,91	
13,55	5,92	1,62	44	21,53	
1,15,24	17,65	11,67	1,50	1,46,06	
Main Line.					
28,63	..	4,41	..	33,04	†Includes Rs. 10,000 direct outlay by the Managing Agents.
28,97	..	1,72	..	30,69†	
14,60	..	1,42	..	16,02‡	‡ Includes Rs. 1,15,000 direct outlay by the Managing Agents.
1,97	1,16	19	2	3,34	
74,17	1,16	7,74	2	83,09	
TERMS WORKED BY THE MAIN LINE.					
33,67	..	1,32	..	34,99	
32,57	..	1,94	..	34,51	
25,07	..	1,71	..	26,78	
23,28	..	78	..	24,06	
83,70	..	5,81	..	89,51	
27,59	..	63	..	28,22	
2,79,78	..	15,74	..	2,95,52	
1,27,66	..	7,30	..	1,34,96	
93,78	..	4,68	..	98,46	
1,44,97	..	8,14	..	1,53,11	
1,24,61	..	10,59	..	1,35,20	
33,75	3	3,76	..	37,54	
11,16	6,41	3,40	..	20,97	
8,19	1,77	1,85	..	11,81	
57,08	14,65	15,10	..	86,83	
8,68	1,80	3,38	..	13,86	
18,18	5,26	92	..	24,36	
6,50	1,24	79	..	8,53	
20,14	6,73	3,78	..	30,65	
24,12	58	..	..	24,70	
8,82	4,70	2,68	..	16,20	
12,03	1,17	3,77	..	16,97	
40,92	5,94	9,54	..	56,40	
12,46,25	50,28	1,07,61	..	14,04,14	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar and Dwarka	3′ 3⅜″	44	3	..	..	47
Mymensingh-Bhairab Bazar	,,	1,01	..	..	—24	77
TOTAL (3)	..	1,45	3	..	—24	1,24
4. COMPANIES' LINES SUBSIDIZED BY THE						
OPEN LINES.						
Delhi-Umbala-Kalka	5′ 6″	..	..	..	..	...
Bengal and North-Western*	3′ 3⅜″	20,58	18,2	1,26	—2,50	37,56
Bengal Dooars Extensions*	,,	1,24	—16	..	—9	99
Mirpur Khas-Jhudo*	,,	10	..	..	..	10
Mirpur Khas-Khadro*	,,	5	..	..	..	5
Rohilkund and Kumaon	,,	1,26	1,04	..	—20	2,10
Barsi Light*	2′ 6″	1,22	9	1	36	1,68
Dehri-Rohtas Light	,,	11	12	..	—11	12
Shahdara (Delhi)-Saharanpur Light*	,,	9	2,03	..	19	2,31
TOTAL	..	24,65	21,34	1,27	—2,35	44,91
LINES UNDER CONSTRUCTION.						
Pharenda Nautanwa Extension	3′ 3⅜″	—5,01	..	—75	—11	—5,87
Pandharpur Miraj Extension	2′ 6″	7,76	..	—53	17,24	24,47
Akbarpur Extension	,,	93	..	2	..	95
TOTAL (4)	..	28,33	21,34	1	14,78	64,46
OPEN LINES.						
5. COMPANIES' LINES SUBSIDIZED						
Dibru-Sadiya	3′ 3⅜″	90	6,17	..	18	7,25
Darjeeling-Himalayan	2′ 0″	68	72	..	1,28	2,68
TOTAL (5)	..	1,58	6,89	..	1,46	9,93
OPEN LINES.						
6. UNASSISTED						
Ledo and Tikak-Margherita Colliery	3′ 3⅜″	..	..	..	..	..
Bengal Provincial	2′ 6″	..	..	..	10	10
Jagadhri Light	2′ 0″	..	..	..	..	..
Kulasekarapatnam Light	,,	8	1	..	..	9
Trivellore Light	,,	6	1	1	..	8
TOTAL (6)	..	14	2	1	10	27

the end of the year 1925-26 of other than State-owned Railways (In thousands) contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEE AND REBATE TERMS.					
58,41	3,35	2,56	2,00	66,32	
† 1,09,91	..	7,00	14	1,17,05	† Includes 16,92,000 for land.
1,68,32	3,35	9,56	2,14	1,83,37	
GOVERNMENT OF INDIA.					
1,88,45	..	12,47	..	2,00,92	*Receives land only from Government.
‡7,79,18	2,40,09	81,84	10,31	11,11,42	‡Includes Rs. 4,000 on account of survey.
89,22	13,86	7,81	3,15	1,14,04	
7,81	..	58	..	8,39	
7,82	..	58	..	8,40	
1,26,34	48,73	11,96	..	1,87,03	
64,15	21,39	5,00	2,70	93,24	
5,47	3,52	36	94	10,29	
31,30	13,45	3,79	1,39	49,93	
12,99,74	3,41,04	1,24,39	18,49	17,83,66	
..	..	..	..	..	
8,56	..	1,38	17,24	27,18	
93	..	2	..	95	
13,09,23	3,41,04	1,25,79	35,73	18,11,79	
BY LOCAL GOVERNMENTS.					
67,59	52,14	18,18	1,50	1,39,41	
31,67	11,03	2,78	4,61	50,09	
99,26	63,17	20,96	6,11	1,89,50	
COMPANIES' LINES.					
16,94	Details not available.			16,94	
8,76	2,76	1	37	11,90	
62	40	12	..	1,14	
4,13	2,87	67	..	7,67	
39	67	10	..	1,16	
30,84	6,70	90	37	38,81	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.						
7. DISTRICT						
Suramangalam-Salem	5′ 6″	17	...	...	...	17
Tenali-Repalle	,,	5	...	...	...	5
Bezwada-Masulipatam	3′ 3⅜″	8	...	..	..	8
Podanur-Pollachi	,,	5	1	...	...	6
Tanjore District Board	,,	32	..	..	...	32
Tinnevelly-Tiruchendur	,,	—49	..	1	—11	—59
TOTAL (7)	...	18	1	1	—11	9
OPEN LINES.						
8. COMPANIES' LINES SUBSIDIZED BY						
Bengal Dooars	3′ 3⅜″	53	5	1	...	59
Arrah Sasaram Light	2′ 6″	..	3	..	2	5
Baraset-Basirhat Light	,,	..	11	1	—16	—4
Bukhtiarpur-Bihar Light	,,	3	7	..	—4	6
Jessore-Jhenidah	,,	15	9	..	..	24
Tezpur-Balipara Light	,,	..	..	..	..	...
Howrah Amta Light	2′ 0″	10	74	1	28	1,13
Howrah Sheakhala Light	,,	1	..	..	21	22
TOTAL (8)	...	82	1,09	3	31	2,25

the end of the year 1925-26 of other than State-owned Railways (*In thousands*)—contd.

Total capital outlay to the end of the year.					Remarks.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					
5,01	..	23	..	5,24	
14,20	..	1,14	..	15,34	
21,46	..	1,59	..	23,05	
8,96	6,50	1,28	..	16,74	
61,30	..	6,75	..	68,05	
22,60	..	2,23	9	24,92	
1,33,53	6,50	13,22	9	1,53,34	
DISTRICT BOARDS.					
26,04	6,01	3,53	..	35,58	
18,65	4,49	11	21	23,46	
18,54	5,18	29	19	24,20	
10,44	4,04	..	19	14,67	
10,84	2,92	74	3	14,53	
3,20	1,60	7	..	4,87	
16,16	9,85	81	2,27	29,09	
4,77	2,50	12	70	8,09	
1,08,64	36,59	5,67	3,59	1,54,49	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries.)	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
OPEN LINES.						
Bhavnagar State	3' 3⅜"	2,30	74	..	7	3,11
Bikaner	,,	12,50	11,14	8	4,80	28,52
Gondal	,,	54	5,20	..	—1,82	3,92
Jetalsar-Rajkot	,,	1,10	..	..	—16	94
Jodhpur	,,	13,77	14,88	3	7,41	36,09
Junagad State	,,	88	10	..	—64	34
Khijadiya-Dhari	,,	2	..	..	2	4
Morvi	,,	1,08	1,61	..	—1,34	1,35
Mysore (including Birur-Shimoga and Chickjajur-Chitaldrug Sections).	,,	4,07	92	..	—5,79	—80
Porbandar State	,,	2	64	..	—16	50
Udaipur-Chitorgarh	,,	12	5	..	14	31
Bodeli-Chota Udaipur	2' 6"	..	..	..	..	..
Cutch State	,,	..	..	..	..	..
Dholpur-Bari (including Mohari-Barauli)*	,,	3	..	..	..	3
Gaekwar's Baroda State	,,	4,64	3,84	88	—31	9,05
Kolar District	,,	..	8	..	..	8
Gwalior Light	2' 0"	2,64	..	..	..	2,64
Pipar Bilara Light	,,	..	..	..	..	..
Tarakere-Narasimharajapura Light	,,	7	8	..	..	15
TOTAL	..	43,78	39,28	99	2,22	86,27
LINES UNDER CONSTRUCTION.						
Hanumangarh to Sisla	3' 3⅜"	11,04	..	35	—19	11,20
Shimoga to Arasalu	,,	..	..	..	..	..
Marwar Junction to Jujajwar	,,	66	..	4	..	70
Prachi Road to Jamwala	,,	..	..	3	..	3
Nanjangud to Chamarajanagar	,,	6,18	..	43	—4	6,57
Than to Chatila	,,	1,90	..	5	..	1,95
Anjar to Bachau	2' 6"	..	..	..	..	..
Dholpur to Rajakhera	,,	21	..	..	..	21
Bilimora Kalamba-Jheria	,,	1,51	..	21	..	1,72
Mahuva to Anaval	,,	..	..	..	..	..
Zankhvav to Umergada	,,	1	..	..		1
Navsari to Kamrej	,,	..	..	..	..	..
TOTAL	..	21,51	..	1,11	—23	22,39
TOTAL (9)	..	65,29	39,28	2,10	1,99	1,08,66

end of the year 1925-26 of other than State-owned Railways (In thousands)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
1,43,48	32,88	7,15	3,69	1,87,20	
1,26,30	74,00	1,85	5,36	2,07,51	
47,94	20,72	2,47	5,13	76,26	
20,31	..	83	—11	21,03	
1,70,61	1,38,65	1,79	21,62	3,32,67	
73,56	23,31	2,91	6,97	1,06,75	
18,35	..	1,65	5	20,05	
39,74	24,80	1,60	43	66,57	
1,70,25	55,16	15,77	8,86	2,50,04	
11,73	9,64	70	1,69	23,76	
17,70	5,99	1,11	1,27	26,07	
9,16	..	1,17	..	10,33	
8,18	1,45	1,37	..	11,00	
9,97	4,11	49	..	14,57	
1,82,64	37,26	17,80	12,87	2,50,57	*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari Barauli section.
14,17	9,09	1,50	17	24,93	
77,89	10,02	4,55	..	92,46	
2,37	52	4	..	2,93	
8,44	1,74	76	—2	10,92	
11,52,79	4,49,34	65,51	67,98	17,35,62	
50,91	93	1,48	5	53,37	
2,73	1	84	..	3,58	
8,83	..	30	..	9,13	
3,15	..	28	..	3,43	
7,30	..	78	1	8,09	
1,90	..	5	..	1,95	
75	29	..	..	1,04	
96	..	7	..	1,03	
3,67	..	52	..	4,19	
8	..	..	..	8	
7	..	..	..	7	
3	..	..	..	3	
80,38	1,23	4,32	6	85,99	
12,33,17	4,50,57	69,83	68,04	18,21,61	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						**10. INDIAN STATE LINES**
Balharshah-Warangal (Kazipet)	5′ 6″	3,55	2,73	97	..	7,25
Bhopal-Itarsi*	,,	..	..	..	..	..
Bhopal Ujjain	,,	3	..	..	..	3
Bina-Goona-Baran	,,	8	..	..	..	8
Jammu and Kashmir (Indian State section)	,,	..	..	..	..	..
Jind-Panipat (Indian State section)	,,	..	..	..	—1	—1
Khanpur-Chachran	,,	..	..	..	..	..
Ludhiana-Dhuri-Jakhal	,,	31	..	..	..	31
Nagda-Ujjain	,,	..	..	..	..	..
Petlad-Cambay (Anand-Tarapur section)	,,	6	..	1	..	7
Petlad-Cambay (Tarapur-Cambay section)	,,	..	..	..	..	..
Rajpura-Bhatinda	,,	22	..	..	..	22
Bangalore-Harihar	3′ 3½″	1,75	3,32	..	—2,11	2,96
Cooch Behar State	,,	20	..	..	..	20
Dhrangadra	,,	12	..	1	..	13
Gaekwar's Mehsana	,,	42	..	8	..	50
Hindupur (Yesvantpur-Mysore Frontier)	,,	22	..	..	..	22
Hingoli Branch	,,	2	..	..	..	2
Jaipur State	,,	36	..	2	—18	20
Kolhapur State	,,	14	..	..	..	14
Okhamandal	,,	—7	2,46	15	..	2,54
Palanpur-Deesa†	,,	..	..	..	..	..
Quilon-Trivandrum Extension (Travancore Ry.)	,,	5	6	..	—1	10
Rajkot-Jamnagar	,,	34	85	..	..	1,19
Sangli State	,,	..	..	..	..	..
Secunderabad-Gadwal	,,	65	..	14	—8	71
Shoranur-Cochin	,,	31	—6	..	—19	6
Jhagadia Thawa	2′ 6″	4,19	36	27	..	4,82
Parlakimedi Light	,,	..	..	..	..	..
Rajpipla State	,,	14	6	1	..	21
Total	..	13,09	9,78	1,66	—2,58	21,95
Lines under construction.						
Ramgundam to Tandur	5′ 6″	5,39	..	1,49	3,24	10,12
Karepalli-Kothagudium	,,	6,52	..	—10	2,92	9,34
Wagrod to Khareda	3′ 3⅜″	..	..	..	..	..
Gadwal to Kurnool	,,	4	..	1	1,39	1,44
Trichinopoly to Pudukkottai	,,	..	..	..	..	..
Total	..	11,95	..	1,40	7,55	20,90
Total (10)	..	25,04	9,78	3,06	4,97	42,85

end of the year 1925-26 of other than State-owned Railways (*In thousands*)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	REMARKS.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					
31,34	5,33	4,33	..	41,00	
50,00	..	..	..	50,00	*A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.
72,69	..	6,96	..	79,65	
93,44	18	8,24	..	1,01,86	
10,40	..	60	..	11,00	
15,77	..	1,54	—1	17,30	
13,28	..	88	..	14,16	
44,43	..	2,29	..	46,72	
20,85	..	1,71	..	22,56	
13,11	..	77	10	13,98	
8,86	..	30	..	9,16	
74,69	..	2,69	..	77,38	
1,10,73	36,35	5,62	3,60	1,56,30	
19,07	1,03	94	..	21,04	
14,27	4	63	..	14,94	
94,61	65	7,86	..	1,03,12	
24,08	..	1,44	..	25,52	
26,54	1,28	3,03	..	30,85	
72,44	..	3,39	1,01	76,84	
22,22	..	1,21	..	23,43	
23,53	9,08	1,90	1,00	35,51	
1,85	..	..	..	1,85†	†This line is owned jointly by Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.
43,48	5,72	4,25	1	53,46	
22,36	7,00	95	2,00	32,31	
1,88	..	10	..	1,98	
1,00,13	15,31	12,85	—11	1,28,18	
51,73	18,16	4,70	73	75,32	
4,19	36	27	..	4,82	
5,27	1,78	63	..	7,68	
14,21	2,67	1,12	..	18,00	
11,01,45	1,04,94	81,20	8,33	12,95,92	
47,66	..	6,60	5,08	59,34	
13,47	..	1,23	—27	14,43	
2	..	..	..	2	
97	..	16	6	1,19	
12	..	..	..	12	
62,24	..	7,99	4,87	75,10	
11,63,69	1,04,94	89,19	13,20	13,71,02	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the end

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINES						
Open Lines.						
Nizam's Guaranteed State	5′ 6″	—31	97	..	—4,62	—3,96
Hyderabad-Godavari Valley	3′ 3⅜″	2,97	..	..	—4,99	—2,02
Bangalore-Chik Ballapur Light	2′ 6″	1	4	..	..	5
Total (11)	..	2,67	1,01	..	—9,61	—5,93
12. LINES IN FOREIGN TERRITORY WORKED						
Open Lines.						
Peralam-Karaikkal	3′ 3⅜″	..	..	..	..	..
Pondicherry	,,	1	..	..	..	1
West of India Portuguese	,,	2	..	..	..	2
Total (12)	..	3	..	..	..	3
Total (1) to (12)	..	1,35,00	81,49	6,39	13,59	2,36,47
Miscellaneous	..	69	..	87	11	1,67
Grand Total	..	1,35,69	81,49	7,26	13,70	2,38,14

of the year 1925-26 of other than State-owned Railways (In thousands)—concld.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
4,51,75	1,22,51	9,91	20,73	6,04,90	
2,77,11	64,75	18,69	10,27	3,70,82	
8,31	4,75	1,77	6	14,89	
7,37,17	1,92,01	30,37	31,06	9,90,61	
BY BRITISH INDIAN RAILWAY COMPANIES.					
6,09	..	1,15	..	7,24	
5,36	..	36	..	5,72	
2,01,73	..	.	..	2,01,73	
2,13,18	..	1,51	..	2,14,69	
66,32,69	12,73,96	4,94,02	1,61,85	85,62,52	
19,80	1,90	2,01,09	11	*2,22,90	
66,52,49	12,75,86	6,95,11	1,61,96	87,85,42	

*Made up of—

(1)	Interest charges during construction of the Assam-Bengal Railway debited to capital	75,70,000
(2)	State outlay on the Patri branch charged against the Civil Works grant	8,08,000
(3)	Expenditure in England on the South Bihar Railway	52,18,000
(4)	Outlay by Forest Department on the Alnavar Dandeli Railway	8,87,000
(5)	Outlay from Joint Debenture Stock on the Lucknow-Bareilly Railway	78,07,000
		2,22,90,000

3.—Statement of Gross Revenue Receipts, Working Expenses and Net

Class and Name of Railway.	Gross Revenue Receipts.				
	Earnings.	Suspense.	Total.	Deduct Non-budget Lines.	Gross Receipts.
1	2	3	4	5	6
CENTRAL.					
Commercial.					
STATE LINES WORKED BY THE STATE.					
Aden	1,39	—2	1,37	..	1,37
East Indian	20,08,54	—6,97	20,01,57	*9,46*	19,92,11
Eastern Bengal	6,49,55	1,79	6,51,34	*17,47*	6,33,87
North Western	17,93,83	3,82	17,97,65	*2,55,26*	15,42,39
Great Indian Peninsula Railway	15,14,72	3,20	15,17,92	*38,02*	14,79,90
Total	59,68,03	+1,82	59,69,85	*3,20,21*	56,49,64
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.					
Assam-Bengal	1,81,39	—61	1,80,78	*16,27*	1,64,51
Bengal-Nagpur	8,41,58	—1,26	8,40,32	*33*	8,39,99
Bezwada Extension	7,69	..	7,69	..	7,69
Bombay, Baroda and Central India	13,08,63	80	13,09,43	*83,48*	12,25,95
Burma Railways (including extensions).	4,94,72	—90	4,93,82	..	4,93,82
Jodhpur-Hyderabad (British Section)	28,27	2,50	30,77	*4,88*	25,89
Lucknow-Bareilly	67,94	16	68,10	*29,83*	38,27
Madras and Southern Mahratta including Mysore State and Dhone-Kurnool.	8,50,14	27	8,50,41	*31,17*	8,19,24
South Indian	5,64,31	—26	5,64,05	*40,60*	5,23,45
Travancore	20,67	..	20,67	..	20,67
Tirhoot	3,48,51	—2,17	3,46,34	*1,85,46*	1,60,88
Contribution to Depreciation Fund on account of Company-worked Lines.	..	..	..	..	..
TOTAL	47,13,85	—1,47	47,12,38	*3,92,02*	43,20,36
TOTAL CENTRAL	1,06,81,88	+35	1,06,82,23	*7,12,23*	99,70,00
Provincial.					
Assam (Jorhat)	1,99	—3	1,96	..	1,96
Burma	81	..	81	..	81
GRAND TOTAL	1,06,84,87	32	1,06,85,00	*7,12,23*	99,72,77

Revenue Receipts of State-owned Railways for the year 1925-26 (In thousands of rupees).

Working Expenses.								Net Revenue Receipts.	Percentage of Ordinary Working Expenses on Earnings.
Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Fund.	Suspense.	Total.	Deduct: Expenditure met from Depreciation Fund.	Deduct: Non-budget Lines.	Net Working Expenses.		
7	8	9	10	11	12	13	14	15	16
1,64	1	36	1	2,02	1	..	2,01	—64	117·98
10,27,29	1,31,28	1,92,43	7,72	13,58,72	*1,31,28*	*4,73*	12,22,71	7,69,40	51·15
3,95,03	36,05	75,73	1,83	5,08,64	*36,05*	*8,41*	4,64,18	1,69,69	60·82
9,91,98	1,62,20	2,23,09	—9,99	13,67,28	*1,62,20*	*1,29,20*	10,75,88	(a) 4,66,51	55·30
9,46,93	1,08,19	1,45,96	—2,16	11,98,92	*1,08,19*	*22,70*	10,68,03	4,11,87	62·52
33,62,87	4,37,73	6,37,57	—2,59	44,35,58	*4,37,73*	*1,65,04*	38,32,81	18,16,83	56·35
93,23	5,81	..	—1,97	97,07	..	*8,14*	88,93	75,58	51·40
4,84,78	42,02	..	—43	5,26,37	..	*1,01*	5,25,36	3,14,63	57·60
3,47	—93	..	..	2,54	..	..	2,54	5,15	45·12
6,84,93	1,16,86	..	—2,49	7,99,30	..	*47,40*	7,51,90	4,74,05	52·34
2,34,55	41,52	..	—1,30	2,74,77	..	..	2,74,77	2,19,05	47·41
19,29	3,00	..	—87	21,42	..	*1,99*	19,43	6,46	68·23
30,26	3,83	..	—38	33,71	..	*15,02*	18,69	19,58	44·54
4,06,94	85,35	..	3,60	4,95,89	..	*18,80*	4,77,09	3,42,15	47·87
2,82,24	46,53	..	7	3,28,84	..	*24,50*	3,04,34	2,19,11	50·01
10,58	1,69	..	..	12,27	..	..	12,27	8,40	51·18
1,29,92	14,99	..	—3,84	1,41,07	..	*76,34*	64,73	96,15	37·28
..	...	4,29,31	..	4,29,31	*3,60,67*	..	68,64	—68,64	...
23,80,19	3,60,67	4,29,31	—7,61	31,62,56	*3,60,67*	*1,93,20*	26,08,69	17,11,67	50·49
57,43,06	7,98,40	10,66,88	—10,20	75,98,14	*7,98,40*	*3,58,24*	64,41,50	35,28,50	53·76
1,51	33	..	—7	1,77	..	..	1,77	19	75·88
68	3	..	..	71	..	..	71	10	83·95
57,45,25	7,98,76	10,66,88	—10,27	76,00,62	*7,98,40*	*3,58,24*	64,43,98	35,28,79	53·77

	Receipts.	Working expenses.	Net Receipts.
(a) N. W. Railway, Commercial	13,78,32	8,95,74	4,82,58
N. W. Railway, Military ..	1,64,07	1,80,14	—16,07
Total ..	15,42,39	10,75,88	4,66,51

4.—*Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1925-26.*

[Columns 7 to 10 in thousands of rupees.]

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total. Columns 2 and 5.	Converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total.
		On share capital.	On Debentures and Debenture Stock.	Total					
1	2	3	4	5	6	7	8	9	10
State Lines worked by the State.	£	£	£	£	£				
Aden	..	..	..	..	..	..	70	..	70
Delhi (New Capital) Railway Works Scheme.	..	..	..	..	..	..	4,51	..	4,51
Central Indian Coal-fields	..	..	..	..	..	..	4,45	..	4,45
Eastern Bengal	123,843	..	..	..	123,843	16,49	1,43,11	..	1,59,60
East Indian	2,056,650	..	..	..	2,056,650	2,73,54	2,07,54	1,92	4,83,00
North Western (Commercial)	350,711	..	..	..	350,711	46,48	2,55,16	..	3,01,64
North Western (Military)—									
Main Line	..	..	..	..	..	..	1,16,10	..	1,16,10
Khyber	..	..	..	..	..	..	14,84	..	14,84
Great Indian Peninsula	983,547 40,625	38,625	..	38,625	1,062,797	1,40,82	2,11,15	..	3,51,97
Total	3,555,376	38,625	..	38,625	3,594,001	4,77,33	9,57,56	1,92	14,36,81
State Lines worked by Companies or by Indian States.									
Assam-Bengal	..	45,000	30,736	75,736	75,736	10,04	60,30	..	70,34
Bengal-Nagpur	..	105,000	265,505	370,505	370,505	49,10	2,37,80	..	2,86,90
Bezwada Extension	..	..	..	..	..	..	67	..	67
Bombay, Baroda and Central India (including Dholka Dhanduka).	385,084	60,000	34,999	94,999	480,083	63,78	1,63,07	7,50	2,34,35
Burma Railways (including Extensions).	..	75,000	37,500	112,500	112,500	14,92	83,75	..	98,67
Jodhpur-Hyderabad (British Section).	..	..	..	..	..	..	2,13	..	2,13
Lucknow-Bareilly	..	..	(a)23,238	23,238	23,238	2,84	6,11	..	8,95
Madras and Southern Mahratta	362,194	175,000	201,040	376,040	738,234	98,22	92,40	..	1,90,62
Dhone-Kurnool	..	..	..	..	..	..	34	..	34
South Indian	146,635	35,000	119,787	154,787	301,422	39,97	61,67	..	1,01,64
Coonoor-Ootacamund	..	..	..	..	..	..	1,87	..	1,87
Travancore (British Section).	..	..	..	..	..	..	1,40	..	1,40
Travancore (Indian State Section).									
Tinnevelly-Tiruchendur	..	..	..	..	..	..	—14	..	—14
Tirhoot	..	..	14,379	14,379	14,379	1,90	28,52	..	30,42
South Bihar	..	..	..	..	..	..	2,25	..	2,25
Total	893,913	495,000	727,184	1,222,184	2,116,097	2,80,77	7,42,14	7,50	10,30,41
Miscellaneous Items.									
Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
Other miscellaneous items	..	..	..	..	..	..	12,83	..	12,83
Provincial Railways.									
Assam (Jorhat)	..	..	..	..	..	..	49	..	49
United Provinces (Distillery Siding).	..	..	..	..	..	..	10	..	10
Burma Provincial	..	..	..	..	..	..	28	..	28
Grand Total	4,449,289	533,625	727,184	1,260,809	5,710,098	7,58,10	17,14,47	9,42	24,81,99

(a) Represents interest on the State share of joint debenture stock.

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1924-25 and 1925-26 (In thousands of rupees).

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
CLASS I.								
Assam-Bengal	3′ 3⅜″	*1924-25*	*20,52,81*	*1,61,56*	*97,54*	*64,02*	*60·37*	*3·02*
		1925-26	20,89,64	1,81,39	99,03	82,36	54·59	3·94
Bengal and North-Western	3′ 3⅜″	*1924-25*	*19,60,04*	*3,35,49*	*1,52,22*	*1,83,27*	*45·37*	*9·35*
		1925-26	20,00,03	3,43,51	1,43,48	2,05,03	41·17	10·25
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1924-25*	*64,15,32*	*8,33,81*	*5,36,00*	*2,97,81*	*64·28*	*4·64*
		1925-26	66,91,28	8,44,37	5,27,00	3,17,37	62·41	4·74
Bombay, Baroda and Central India	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1924-25*	*70,11,33*	*13,20,51*	*7,57,66*	*5,62,85*	*57·37*	*8·03*
		1925-26	71,95,83	13,17,89	8,07,41	5,10,48	61·26	7·09
Burma	3′ 3⅜″ and 2′ 6″	*1924-25*	*27,14,43*	*4,30,79*	*2,54,31*	*1,76,48*	*59·03*	*6·62*
		1925-26	28,28,14	4,95,53	2,76,78	2,18,75	55·86	7·73
Eastern Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1924-25*	*44,83,25*	*6,20,03*	*4,38,80*	*1,81,23*	*70·76*	*4·25*
		1925-26	45,88,35	6,49,48	4,70,95	1,78,53	72·51	3·89
East Indian	5′ 6″	*1924-25*	*1,01,75,98*	*17,65,08*	*10,53,58*	*7,11,50*	*59·69*	*6·99*
		1925-26	1,30,63,97	20,08,54	12,15,21	7,93,33	60·50	6·07
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1924-25*	*1,04,87,08*	*15,90,58*	*9,51,72*	*6,38,86*	*59·83*	*7·42*
		1925-26	1,11,88,19	15,33,09	11,01,76	4,31,33	71·86	3·86
Jodhpur	3′ 3⅜″	*1924-25*	*3,67,39*	*1,14,43*	*68,11*	*46,32*	*59·52*	*12·61*
		1925-26	4,07,55	92,31	65,04	27,27	70·46	6·69
	2′ 0″	*1924-25*	*2,93*	*50*	*32*	*18*	*63·79*	*6·19*
		1925-26	2,93	49	27	22	56·00	7·36
Madras and Southern Mahratta	5′ 6″ and 3′ 3⅜″	*1924-25*	*54,51,92*	*8,16,29*	*4,42,50*	*3,73,79*	*54·21*	*6·86*
		1925-26	55,83,18	8,50,17	4,83,10	3,67,07	56·82	6·57

*In the case of State-owned railways outlay on construction is included, as separate information is not available.

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1924-25 and 1925-26 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	
			Rs.	Rs.	Rs.	Rs.		
Class I—*concld.*								
Nizam's Guaranteed State	5′ 6″	*1924-25*	*6,59,61*	*1,03,09*	*39,00*	*64,09*	*37·83*	*9·71*
		1925-26	6,63,01	1,17,79	54,16	63,63	45·98	9·60
	3′ 3⅜″	*1924-25*	*5,20,80*	*89,86*	*40,98*	*48,88*	*45·61*	*9·39*
		1925-26	5,29,85	82,04	40,24	41,80	49·05	7·89
North Western (Commercial)	5′ 6″ and 2′ 6″	*1924-25*	*92,28,03*	*17,71,52*	*10,58,40*	*7,13,12*	*59·75*	*7·73*
		1925-26	96,61,63	16,29,76	10,33,09	5,96,67	63·39	6·18
North Western (Military)	5′ 6″ and 2′ 6″	*1924-25*	*29,33,35*	*1,59,37*	*1,95,76*	*—35,39*	*122·45*	—
		1925-26	31,03,72	1,64,07	1,79,93	—15,86	109·67	—
Total North Western	..	*1924-25*	*1,22,16,38*	*19,31,39*	*12,54,16*	*6,77,23*	*64·93*	*5·54*
		1925-26	1,27,65,35	17,93,83	12,13,02	5,80,81	67·62	4·55
Oudh and Rohilkhand	5′ 6″	*1924-25*	*32,72,27*	*3,75,20*	*2,77,79*	*97,41*	*74·04*	*2·98*
		1925-26	†	†	†	†	†	†
Rohilkund and Kumaon	3′ 3⅜″	*1924-25*	*3,43,31*	*66,95*	*33,60*	*33,35*	*50·19*	*7·95*
		1925-26	3,43,48	67,94	34,09	33,85	50·18	9·85
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1924-25*	*28,43,16*	*5,53,70*	*3,05,63*	*2,48,07*	*55·20*	*8·72*
		1925-26	30,57,12	5,84,98	3,41,04	2,43,94	58·30	7·98
Total Class I Railways	..	*1924-25*	*7,09,78,51*	*1,11,09,26*	*67,03,92*	*44,05,34*	*60·35*	*6·21*
		1925-26	7,29,97,90	1,09,68,35	68,72,58	40,95,77	62·66	5·61
Class II.								
Barsi Light	2′ 6″	*1924-25*	*91,56*	*17,80*	*8,87*	*8,93*	*49·83*	*9·75*
		1925-26	93,24	17,97	9,22	8,75	51·33	9·38
Bengal Dooars	3′ 3⅜″	*1924-25*	*1,48,04*	*22,64*	*11,53*	*11,11*	*50·92*	*7·55*
		1925-26	1,49,62	22,30	11,03	11,27	49·46	7·53
Bhavnagar State	3′ 3⅜″	*1924-25*	*1,84,09*	*31,95*	*18,27*	*13,68*	*57·19*	*7·43*
		1925-26	1,87,20	33,90	18,93	14,97	55·85	7·99
Bikaner State	3′ 3⅜″	*1924-25*	*1,78,99*	*37,15*	*23,61*	*13,54*	*63·55*	*7·56*
		1925-26	2,07,51	34,51	28,33	6,18	82·10	2·98
Darjeeling-Himalayan	2′ 0″	*1924-25*	*1,03,18*	*22,96*	*13,28*	*9,68*	*57·84*	*9·38*
		1925-26	1,06,49	23,75	15,23	8,52	64·13	8·00

* In the case of State-owned railways outlay on construction is included, as separate information is not available.
† Included in E. I. Railway figures

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1924-25 and 1925-26 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
CLASS II—*concld.*								
Dibru-Sadiya	3′ 3⅜″	*1924-25*	*1,49,10*	*25,70*	*16,39*	*9,31*	*63·75*	*6·31*
		1925-26	1,56,35	26,63	14,26	12,37	53·52	7·92
Gaekwar's Baroda State	2′ 6″	*1924-25*	*2,51,85*	*26,62*	*19,15*	*7,47*	*71·93*	*2·95*
		1925-26	2,60,90	29,10	19,65	9,45	67·54	3·62
Gondal	3′ 3⅜″	*1924-25*	*1,12,44*	*23,33*	*16,14*	*7,19*	*69·19*	*6·39*
		1925-26	1,17,34	23,43	15,26	8,17	65·13	6·96
Gwalior Light*	2′ 0″	*1924-25*	*89,82*	*10,36*	*4,76*	*5,60*	*45·92*	*6·29*
		1925-26	92,46	8,47	4,89	3,58	57·74	3·87
Howrah-Amta Light*	2′ 0″	*1924-25*	*27,96*	*10,42*	*5,52*	*4,90*	*52·98*	*17·52*
		1925-26	29,09	10,74	5,23	5,51	48·70	18·90
Jamnagar and Dwarka*	3′ 3⅜″	*1924-25*	*1,29,94*	*10,17*	*7,35*	*2,82*	*72·27*	*2·17*
		1925-26	1,34,14	11,28	7,23	4,05	64·08	3·02
Junagad State	3′ 3⅜″	*1924-25*	*1,06,41*	*14,00*	*7,52*	*6,48*	*53·73*	*6·09*
		1925-26	1,06,75	15,02	8,15	6,87	54·24	6·44
Morvi	3′ 3⅜″	*1924-25*	*65,22*	*15,68*	*10,68*	*5,00*	*68·12*	*7·67*
		1925-26	66,57	16,28	9,56	6,72	58·74	10·09
Mysore†	3′ 3⅜″	*1924-25*	*2,50,84*	*29,23*	*26,49*	*2,74*	*90·63*	*1·09*
		1925-26	2,50,04	29,27	23,76	5,51	81·17	2·20
Shahdara (Delhi)-Saharanpur Light*	2′ 6″	*1924-25*	*47,62*	*11,64*	*4,84*	*6,80*	*41·60*	*14·27*
		1925-26	49,93	10,22	5,21	5,01	50·98	10·03
Total Class II Railways	..	*1924-25*	*19,37,06*	*3,09,65*	*1,94,40*	*1,15,25*	*62·78*	*5·95*
		1925-26	20,07,63	3,12,87	1,95,94	1,16,93	62·63	5·82
CLASS III.								
Aden	3′ 3⅜″	*1924-25*	*14,98*	*1,83*	*1,98*	*—15*	*108·23*	..
		1925-26	14,97	1,37	1,99	—62	145·26	..
Ahmadpur-Katwa	2′ 6″	*1924-25*	*19,93*	*1,35*	*1,15*	*20*	*84·90*	*1·03*
		1925-26	19,89	1,66	1,20	46	72·34	2·31
Arakan Light	2′ 6″	*1924-25*	*30,82*	*42*	*87*	*—45*	*209·11*	..
		1925-26	30,67	33	1,02	—69	310·77	..
Arrah-Sasaram	2′ 6″	*1924-25*	*23,41*	*3,62*	*2,34*	*1,28*	*64·77*	*5·44*
		1925-26	23,46	3,72	2,39	1,33	64·24	5·67
Bankura-Damoodar River	2′ 6″	*1924-25*	*36,37*	*2,22*	*1,81*	*41*	*81·69*	*1·12*
		1925-26	36,47	2,24	1,98	26	88·57	0·70

* Shown under class III in the Report by the Railway Board on Indian railways for 1924-25.
†Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1924-25 and 1925-26 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
CLASS III—*contd.*								
Baraset-Basirhat Light	2′ 6″	*1924-25*	*24,24*	*5,82*	*3,19*	*2,63*	*54·81*	*10·84*
		1925-26	24,20	6,15	3,04	3,11	49·49	12·83
Bengal Provincial	2′ 6″	*1924-25*	*15,14*	*1,82*	*1,22*	*60*	*66·44*	*4·07*
		1925-26	15,24	1,88	1,30	58	69·29	3·78
Bukhtiarpur-Bihar Light	2′ 6″	*1924-25*	*14,61*	*3,09*	*1,69*	*1,40*	*54·65*	*9·54*
		1925-26	14,67	3,61	2,31	1,30	63·86	8·89
Burdwan-Katwa	2′ 6″	*1924-25*	*18,46*	*2,11*	*1,34*	*77*	*63·61*	*4·17*
		1925-26	18,59	2,34	1,42	92	60·57	4·96
Cutch State	2′ 6″	*1924-25*	*11,00*	*1,05*	*84*	*21*	*80·42*	*1·86*
		1925-26	11,00	79	60	19	75·82	1·73
Dehri-Rohtas Light	2′ 6″	*1924-25*	*10,17*	*3,10*	*1,91*	*1,19*	*61·56*	*11·72*
		1925-26	10,29	3,22	1,73	1,49	53·78	14·44
Dholpur-Bari	2′ 6″	*1924-25*	*14,64*	*2,41*	*1,33*	*1,08*	*55·33*	*7·00*
		1925-26	14,57	2,63	1,47	1,16	55·94	7·42
Futwah-Islampur	2′ 6″	*1924-25*	*18,53*	*1,73*	*74*	*99*	*42·96*	*1·74*
		1925-26	18,91	1,89	82	1,07	43·50	5·65
Howrah-Sheakhala Light	2′ 0″	*1924-25*	*7,87*	*2,23*	*1,21*	*1,02*	*54·36*	*12·90*
		1925-26	8,09	2,37	1,24	1,13	52·19	14·00
Jagadhri Light	2′ 0″	*1924-25*	*1,14*	*32*	*20*	*12*	*61·45*	*10·81*
		1925-26	1,14	26	19	7	73·08	5·98
Jessore-Jhenidah	2′ 6″	*1924-25*	*14,29*	*1,06*	*89*	*17*	*83·96*	*1·18*
		1925-26	14,53	1,49	92	57	61·90	3·92
Jorhat (Provincial)	2′ 0″	*1924-25*	*13,18*	*1,88*	*1,61*	*27*	*85·81*	*2·02*
		1925-26	13,50	1,99	2,06	—7	103·82	—

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1924-25 and 1925-26 (In thousands of rupees)—concld.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
CLASS III—*concld.*								
Kalighat-Falta	2′ 6″	*1924-25*	*20,12*	*3,55*	*2,28*	*1,27*	*64·21*	*6·33*
		1925-26	21,53	2,86	2,45	41	85·66	1·91
Kolar District*	2′ 6″	*1924-25*	*39,69*	*4,39*	*3,57*	*82*	*81·32*	*2·03*
		1925-26	39,82	4,45	3,88	57	87·19	1·43
Kulasekarapatnam Light	2′ 0″	*1924-25*	*7,58*	*71*	*73*	*—2*	*103·75*	..
		1925-26	7,67	73	64	9	87·60	1·18
Porbandar State	3′ 3⅜″	*1924-25*	*23,26*	*3,65*	*2,82*	*83*	*77·26*	*3·57*
		1925-26	23,76	4,09	3,30	79	80·57	3·34
Tarikere-Narasimharajapura Light	2′ 0″	*1924-25*	*10,77*	*49*	*47*	*2*	*95·92*	*0·24*
		1925-26	10,92	65	52	13	80·49	1·15
Tezpore-Balipara Light	2′ 6″	*1924-25*	*4,87*	*1,99*	*1,39*	*60*	*69·97*	*12·26*
		1925-26	4,87	1,95	1,39	56	70·98	11·63
Trivellore Light	2′ 0″	*1924-25*	*1,08*	*11*	*13*	*—2*	*119·90*	..
		1925-26	1,16	10	12	—2	117·43	..
Udaipur-Chitorgarh	3′ 3⅜″	*1924-25*	*25,76*	*5,34*	*2,65*	*2,69*	*49·65*	*10·43*
		1925-26	26,07	5,22	2,55	2,67	48·82	10·24
Total Class III Railways	..	*1924-25*	*4,21,81*	*56,29*	*38,36*	*17,93*	*68·15*	*4·25*
		1925-26	4,25,99	57,99	40,53	17,46	69·89	4·10
GRAND TOTAL	..	*1924-25*	*7,33,37,38*	*1,14,75,20*	*69,36,68*	*45,38,52*	*60·45*	*6·19*
		1925-26	7,54,31,52	1,13,39,21	71,09,05	42,30,16	62·69	5·61

* Includes the Bangalore-Chik Ballapur Light Railway.

6.—*Details of Gross Earnings of each Railway System for the years 1924-25 and 1925-26.*

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Steam-boat earnings *	Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings.		Electric telegraph earnings.	Other miscella-neous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12	13
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.												
Assam]Bengal	3′ 3¾″	*1924-25*	*67,50*	*8,75*	*76,25*	*78,44*	*43*	*78,87*	*70*	*29*	*5,45*	*1,61,56*
		1925-26	74,77	10,30	85,07	88,47	61	89,08	..	29	6,95	1,81,39
Bengal and North-Western.	3′ 3¾″	*1924-25*	*1,59,79*	*13,87*	*†1,65,58*	*1,62,83*	*1,62*	*†1,49,82*	*14,06*	*68*	*5,35*	*3,35,49*
		1925-26	173,80	14.74	†1,80,58	1,66,97	7,19	†1,59 66	..	60	7,67	3,48,51
Bengal-Nagpur	5′ 6″	*1924-25*	*2,00,22*	*36,90*	*2,37,12*	*5,17,91*	*2,52*	*5,20,43*	*2,77*	*51*	*17,33*	*7,78,16*
		1925-26	2,03,26	37,54	2,40,80	5,25,74	5,27	5,31,01		44	16,83	7,89,08
	2′ 6″	*1924-25*	*26,04*	*2,54*	*28,58*	*27,35*	*13*	*27,48*	..	*11*	*—52*	*55,65*
		1925-26	26,46	2,62	29,08	25,53	20	25,73	..	8	40	55,29
Bombay, Baroda and Central India.	5′ 6″	*1924-25*	*2,32,16*	*52,44*	*2,84,60*	*4,21,13*	*—3,92*	*4,17,21*	..	*77*	*14,83*	*7,17,41*
		1925-26	2,29,19	55,89	2,85,08	4,39,90	—3,05	4,36,85	..	72	16,22	7,38,87
	3′ 3¾″	*1924-25*	*2,30,86*	*26,43*	*2,57,29*	*3,22,48*	*56*	*3,23,04*	..	*87*	*10,54*	*5,91,74*
		1925-26	2,31,14	26,76	2,57,90	2,97,04	71	2,97,75	..	74	10,46	5,66,85
	2′ 6″	*1924-25*	*6,05*	*47*	*6,52*	*4,74*	*1*	*4,75*	..	*7*	*2*	*11,36*
		1925-26	6,44	53	6,97	5,03	1	5,04	..	6	10	12,17
Burma	3′ 3¾″	*1924-25*	*1,54,66*	*13,82*	*1,68,48*	*2,50,49*	*62*	*2,51,11*	*1,66*	*59*	*8,16*	*4,30,00*
		1925-26	1,66,18	15,34	1,81,52	3,02,31	78	3,03,09	..	62	9,49	4,94,72
	2′ 6″	*1924-25*	*67*	*11*	*78*	..	..	..	..	..	*1*	*79*
		1925-26	67	13	80	..	..	..	..	..	1	81
Eastern Bengal	5′ 6″	*1924-25*	*1,32,00*	*27,82*	*1,59,82*	*2,06,67*	*3,84*	*2,10,51*	..	*32*	*12,46*	*3,83,11*
		1925-26	1,38,74	33,22	1,71,96	2,14,14	1,94	2,16,08	..	34	10,69	3,99,07
	3′ 3¾″ and 2′ 6″	*1924-25*	*97,59*	*17,77*	*1,15,36*	*1,10,28*	*1,20*	*1,11,48*	*4,40*	*34*	*5,34*	*2,36,92*
		1925-26	1,04,55	20,11	1,24,66	1,19,01	99	1,20,00	..	32	5,43	2,50,41
East Indian	5′ 6″	*1924-25*	*4,84,70*	*87,22*	*5,71,92*	*11,59,44*	*5,44*	*11,64,88*	*76*	*1,19*	*26,33*	*17,65,08*
		1925-26	6,03,89	1,01,60	7,05,49	12,52,61	7,58	12,60,19	..	1,37	41,49	20,08,54
Great Indian Peninsula.	5′ 6″	*1924-25*	*4,52,84*	*1,02,83*	*5,55,67*	*9,74,64*	*7,30*	*9,81,94*	..	*1,57*	*30,10*	*15,69,28*
		1925-26	4,48,32	1,01,61	5,49,93	9,19,34	6,95	9,26,29	..	1,42	37,08	15,14,72
	2′ 6″	*1924-25*	*11,00*	*81*	*11,81*	*9,27*	*9*	*9,36*	..	*1*	*12*	*21,30*
		1925-26	9,60	71	10,31	7,86	7	7,93	..	1	12	18,37
Jodhpur	3′ 3¾″	*1924-25*	*39,01*	*5,71*	*44,72*	*66,91*	*9*	*67,00*	..	*11*	*2,60*	*1,14,43*
		1925-26	39,20	5,62	44,82	43,83	12	43,95	..	10	3,44	92,31
	2′ 0″	*1924-25*	*33*	*2*	*35*	*15*	..	*15*	..	..	..	*50*
		1925-26	35	2	37	12	..	12	..	..	..	49
Madras and Southern Mahratta.	5′ 6″	*1924-25*	*1,46,58*	*29,91*	*1,76,49*	*2,81,30*	*1,02*	*2,82,32*	..	*22*	*6,59*	*4,65,62*
		1925-26	1,52,98	31,18	1,84,16	2,90,27	94	2,91,21	..	23	13,45	4,89,05
	3′ 3¾″	*1924-25*	*1,18,87*	*20,00*	*1,38,87*	*2,00,97*	*1,00*	*2,01,97*	*5,73*	*45*	*3,65*	*3,50,67*
		1925-26	1,16,37	20,52	1,36,89	2,17,40	83	2,18,23	..	54	5,46	3,61,12
Nizam's Guaranteed State.	5′ 6″	*1924-25*	*25,35*	*5,28*	*30,63*	*67,62*	*42*	*68,04*	..	*50*	*3,92*	*1,03,09*
		1925-26	25,54	5,69	31,23	73,79	37	74,16	..	50	11,90	1,17,79
	3′ 3¾″	*1924-25*	*32,34*	*4,20*	*36,54*	*50,31*	*47*	*50,78*	..	*32*	*2,22*	*89,86*
		1925-26	31,10	3,98	35,08	42,18	10	42,28	..	30	4,38	82,04
North Western (Commercial).	5′ 6″	*1924-25*	*5,57,14*	*78,01*	*6,35,15*	*10,35,16*	*22,00*	*10,57,16*	..	*1,88*	*38,27*	*17,32,46*
		1925-26	6,06,58	84,32	6,90,90	8,59,98	13,11	8,73,09	..	1,73	25,56	15,91,28
	2′ 6″	*1924-25*	*17,11*	*4,61*	*21,72*	*14,22*	*19*	*14,41*	*2,59*	*7*	*27*	*39,06*
		1925-26	17,49	4,63	22,12	15,40	54	15,94	..	6	36	38,48

* *Steam boat* earnings for 1925-26 are included in coaching or goods earnings.

† Excluding the Cawnpore-Barhwal (3′ 3¾″ gauge) link earnings, which, as to details, are included with the Bengal and North-Western railway, and as to totals with the sundry earnings of the Oudh and Rohilkhand railway, which has now been amalgamated with the E. I. Railway.

6.—*Details of Gross Earnings of each Railway System for the years 1924-25 and 1925-26*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Steam-boat earnings. *	Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings.		Electric telegraph earnings.	Other miscella-neous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12	13
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*concld.*												
North Western (Military).	5′ 6″	*1924-25*	*59,67*	*12,15*	*71,82*	*78,85*	*1,10*	*79,95*	..	*30*	*1,20*	*1,53,27*
		1925-26	63,60	12,76	76,36	78,31	1,47	79,78	..	27	1,51	1,57,92
	2′ 6″	*1924-25*	*2,64*	*59*	*3,23*	*3,22*	*10*	*3,32*	..	*1*	*4*	*6,60*
		1925-26	2,92	45	3,37	2,55	15	2,70	..	1	7	6,15
North Western (Total)	..	*1924-25*	*6,36,56*	*95,36*	*7,31,92*	*11,31,45*	*23,39*	*11,54,84*	*2,59*	*2,26*	*39,78*	*19,31,39*
		1925-26	6,90,59	1,02,16	7,92,75	9,56,24	15,27	9,71,51	..	2,07	27,50	17,93,83
Oudh and Rohilkhand	5′ 6″	*1924-25*	*1,58,44*	*22,38*	*1,80,82*	*1,67,17*	*1,13*	*1,68,30*	..	*66*	*25,42*	*3,75,20*
		1925-26	†	†	†	†	†	†		†	†	†
Rohilkund and Kumaon.	3′ 3⅜″	*1924-25*	*26,61*	*3,26*	*29,87*	*32,82*	*2*	*32,84*	..	*8*	*4,16*	*66,95*
		1925-26	27,49	3,31	30,80	34,14	7	34,21	..	8	2,85	67,94
South Indian ..	5′ 6″	*1924-25*	*53,30*	*8,61*	*61,91*	*76,58*	*48*	*77,06*	..	*11*	*13,86*	*1,52,94*
		1925-26	55,77	9,81	65,58	83,41	43	83,84	..	10	13,04	1,62,56
	3′ 3⅜″	*1924-25*	*2,01,99*	*17,67*	*2,19,66*	*1,64,52*	*1,97*	*1,66,49*	*6,84*	*50*	*3,96*	*3,97,45*
		1925-26	2,11,56	19,13	2,30,69	1,76,33	2,07	1,78,40	..	46	9,32	4,18,87
	2′ 6″	*1924-25*	*1,84*	*15*	*1,99*	*1,30*	*1*	*1,31*	..	..	*1*	*3,31*
		1925-26	2,06	14	2,20	1,33	1	1,34	..	..	1	3,55
Total Class I Railways.	..	*1924-25*	*36,97,30*	*6,04,33*	*42,93,55*	*64,86,77*	*49,84*	*65,21,98*	*39,51*	*12,53*	*2,41,69*	*1,11,09,26*
		1925-26	37,70,02	6,22,66	43,84,72	62,82,99	49,46	63,17,95	..	11,39	2,54,29	1,09,68,35
CLASS II.												
Barsi Light ..	2′ 6″	*1924-25*	*9,36*	*39*	*9,75*	*7,45*	*9*	*7,54*	..	*9*	*42*	*17,80*
		1925-26	8,70	38	9,08	8,28	8	8,36	..	8	45	17,97
Bengal Dooars ..	3′ 3⅜″	*1924-25*	*4,38*	*79*	*5,17*	*16,88*	*4*	*16,92*	*21*	*4*	*30*	*22,64*
		1925-26	4,73	102	5,75	16,15	4	16,19	..	4	32	22,30
Bhavnagar State ..	3′ 3⅜″	*1924-25*	*17,00*	*1,83*	*19,43*	*11,33*	*6*	*11,39*	..	*37*	*76*	*31,95*
		1925-26	18,13	1,78	19,91	13,00	7	13,07	..	32	60	33,90
Bikaner State ..	3′ 3⅜″	*1924-25*	*17,59*	*1,22*	*18,81*	*17,32*	*17*	*17,49*	..	*15*	*70*	*37,15*
		1925-26	16,31	1,10	17,41	15,59	53	16,12	..	13	85	34,51
Darjeeling-Himalayan	2′ 0″	*1924-25*	*7,51*	*2,33*	*9,84*	*12,90*	*3*	*12,93*	..	*5*	*14*	*22,96*
		1925-26	7,46	2,68	10,14	13,37	4	13,41	..	5	15	23,75
Dibru-Sadiya ..	3′ 3⅜″	*1924-25*	*3,70*	*80*	*4,50*	*20,82*	*4*	*20,86*	..	*4*	*30*	*25,70*
		1925-26	4,22	88	5,10	21,10	2	21,10	..	3	38	26,63
Gaekwar's Baroda State.	2′ 6″	*1924-25*	*15,45*	*94*	*16,39*	*9,21*	*12*	*9,33*	..	*15*	*75*	*26,62*
		1925-26	16,21	1,04	17,25	11,19	8	11,27	..	16	42	29,10
Gondal	3′ 3⅜″	*1924-25*	*12,75*	*1,49*	*14,24*	*7,62*	*2*	*7,64*	..	*8*	*1,37*	*23,33*
		1925-26	12,62	1,35	13,97	8,49	5	8,54	..	7	85	23,43

* Steam boat earnings for 1925-26 are included in coaching or goods earnings.

† Included in E. I. Railway figures.

6.—*Details of Gross Earnings of each Railway System for the years 1924-25 and 1925-26*—contd.

[In thousands of rupees].

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Steam-boat earnings. *	Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.		Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12	13
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS II—*concld.*												
Gwalior Light‡ ..	2′ 0″	*1924-25*	*4,27*	*32*	*4,59*	*5,53*	..	*5,53*	..	*12*	*12*	*10,36*
		1925-26	3,75	30	4,05	4,24	..	4,24	..	7	11	8,47
Howrah-Amta Light‡	2′ 0″	*1924-25*	*8,68*	*43*	*9,11*	*1,22*	..	*1,22*	..	*1*	*8*	*10,42*
		1925-26	8,77	43	9,20	1,45	..	1,45	..	..	9	10,74
Jamnagar and Dwarka.‡	3′ 3⅜″	*1924-25*	*6,67*	*69*	*7,36*	*2,45*	*2*	*2,47*	..	*6*	*28*	*10,17*
		1925-26	6,91	69	7,60	3,24	4	3,28	..	5	35	11,28
Junagad State ..	3′ 3⅜″	*1924-25*	*7,63*	*75*	*8,38*	*5,34*	*2*	*5,36*	..	*4*	*22*	*14,00*
		1925-26	8,00	81	8,81	5,86	1	5,87	..	4	30	15,02
Morvi . . .	3′ 3⅜″	*1924-25*	*8,65*	*1,41*	*10,06*	*4,98*	*31*	*5,29*	..	*8*	*25*	*15,68*
		1925-26	8,31	1,26	9,57	6,18	14	6,32	..	6	33	16,28
Mysore† . . .	3′ 3⅜″	*1924-25*	*16,21*	*1,56*	*17,77*	*10,52*	*33*	*10,85*	..	*2*	*59*	*29,23*
		1925-26	16,32	1,44	17,76	10,82	13	10,95	..	2	54	29,27
Shahdara (Delhi)-Saharanpur Light.‡	2′ 6″	*1924-25*	*5,85*	*16*	*6,01*	*5,50*	*3*	*5,53*	..	..	*10*	*11,64*
		1925-26	5,88	33	6,21	3,91	4	3,95	..	..	6	10,22
Total Class II Railways.	..	*1924-25*	*1,46,30*	*15,11*	*1,61,41*	*1,39,07*	*1,28*	*1,40,35*	*21*	*1,30*	*6,38*	*3,09,65*
		1925-26	1,46,32	15,49	1,61,81	1,42,87	1,27	1,44,14	..	1,12	5,80	3,12,87
CLASS III.												
Aden . . .	3′ 3⅜″	*1924-25*	*66*	*8*	*74*	*1,04*	*2*	*1,06*	..	..	*3*	*1,83*
		1925-26	54	7	61	72	2	74	..	..	2	1,37
Ahmadpur-Katwa .	2′ 6″	*1924-25*	*1,13*	*3*	*1,16*	*15*	..	*15*	..	..	*4*	*1,35*
		1925-26	1,33	5	1,38	25	..	25	..	..	3	1,66
Arakan Light .	2′ 6″	*1924-25*	*30*	*4*	*34*	*7*	..	*7*	..	..	*1*	*42*
		1925-26	22	3	25	6	..	6	..	..	2	33
Arrah-Sasaram .	2′ 6″	*1924-25*	*2,64*	*7*	*2,71*	*88*	*2*	*90*	..	..	*1*	*3,62*
		1925-26	2,77	12	2,89	78	2	80	..	..	3	3,72
Bankura-Damoodar River.	2′ 6″	*1924-25*	*1,35*	*8*	*1,43*	*73*	..	*73*	..	*1*	*5*	*2,22*
		1925-26	1,36	8	1,44	73	..	73	..	1	6	2,24
Baraset-Basirhat Light	2′ 6″	*1924-25*	*4,26*	*62*	*4,88*	*92*	..	*92*	..	..	*2*	*5,82*
		1925-26	4,30	66	4,96	1,15	..	1,15	..	..	4	6,15
Bengal Provincial .	2′ 6″	*1924-25*	*1,15*	*6*	*1,21*	*56*	..	*56*	..	*1*	*4*	*1,82*
		1925-26	1,13	18	1,31	49	..	49	..	1	7	1,88
Bukhtiarpur-Bihar Light.	2′ 6′	*1924-25*	*1,78*	*9*	*1,87*	*1,18*	*1*	*1,19*	..	..	*3*	*3,09*
		1925-26	2,16	27	2,43	1,13	2	1,15	..	..	3	3,61
Burdwan-Katwa .	2′ 6″	*1924-25*	*1,63*	*10*	*1,73*	*33*	..	*33*	..	..	*5*	*2,11*
		1925-26	1,76	12	1,88	40	..	40	..	..	6	2,34

*Steam boat earnings for 1925-26 are included in coaching or goods earnings.
†Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.
‡Shown under class III in the Report by the Railway Board on Indian Railways for 1924-25.

6.—*Details of Gross Earnings of each Railway System for the years 1924-25 and 1925-26*—concld.

[In thousands of rupees].

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Steam-boat earnings. *	Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings.		Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12	13
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Cutch State	2′ 6″	*1924-25*	*50*	*8*	*58*	*38*	*8*	*46*	..	..	*1*	*1,05*
		1925-26	43	5	48	23	4	27	..	..	4	79
Dehri-Rohtas Light	2′ 6″	*1924-25*	*30*	*1*	*31*	*2,67*	*6*	*2,73*	..	..	*6*	*3,10*
		1925-26	31	1	32	2,65	9	2,74	..	..	16	3,22
Dholpur-Bari	2′ 6″	*1924-25*	*83*	*3*	*86*	*1,52*	..	*1,52*	..	*1*	*2*	*2,41*
		1925-26	67	3	70	1,89	..	1,89	..	1	3	2,63
Futwah-Islampur	2′ 6″	*1924-25*	*1,19*	*2*	*1,21*	*51*	..	*51*	..	..	*1*	*1,73*
		1925-26	1,19	13	1,32	54	2	56	..	..	1	1,89
Howrah-Sheakhala Light.	2′ 0″	*1924-25*	*1,65*	*23*	*1,88*	*33*	..	*33*	..	..	*2*	*2,23*
		1925-26	1,47	45	1,92	43	..	43	..	..	2	2,37
Jagadhri Light	2′ 0″	*1924-25*	*13*	..	*13*	*17*	..	*17*	..	..	*2*	*32*
		1925-26	14	..	14	10	..	10	..	..	2	20
Jessore-Jhenidah	2′ 6″	*1924-25*	*72*	*6*	*78*	*28*	..	*28*	..	..	..	*1,06*
		1925-26	88	8	96	51	1	52	..	..	1	1,49
Jorhat (Provincial)	2′ 6″	*1924-25*	*59*	*12*	*71*	*1,08*	*4*	*1,12*	..	*1*	*4*	*1,88*
		1925-26	63	14	77	1,07	6	1,13	..	1	8	1,99
Kalighat-Falta	2′ 6″	*1924-25*	*2,79*	*5*	*2,84*	*65*	..	*65*	..	..	*6*	*3,55*
		1925-26	2,23	4	2,27	53	..	53	..	..	6	2,86
Kolar District†	2′ 6″	*1924-25*	*3,01*	*16*	*3,17*	*1,16*	*1*	*1,17*	..	*1*	*4*	*4,39*
		1925-26	2,98	14	3,12	1,29	1	1,30	..	1	2	4,45
Kulasekarapatnam Light.	2′ 0″	*1924-25*	*31*	..	*31*	*40*	..	*40*	..	..	..	*71*
		1925-26	29	1	30	43	..	43	..	..	..	73
Porbandar State	3′ 3⅜″	*1924-25*	*1,44*	*16*	*1,60*	*2,00*	*1*	*2,01*	..	..	*4*	*3,65*
		1925-26	1,43	14	1,57	2,08	1	2,09	..	..	43	4,09
Tarikere Narasimharajapura Light.	2′ 0″	*1924-25*	*21*	..	*21*	*28*	..	*28*	..	..	..	*49*
		1925-26	19	2	21	37	7	44	..	..	..	65
Tezpore-Balipara Light	2′ 6″	*1924-25*	*61*	*9*	*70*	*1,20*	..	*1,20*	..	*2*	*7*	*1,99*
		1925-26	59	11	70	1,19	..	1,19	..	2	4	1,95
Trivellore Light	2′ 0″	*1924-25*	*9*	..	*9*	*2*	..	*2*	..	..	..	*11*
		1925-26	7	..	7	3	..	3	..	..	..	10
Udaipur-Chitorgarh	3′ 3⅜″	*1924-25*	*3,23*	*36*	*3,59*	*1,51*	*4*	*1,55*	..	*2*	*18*	*5,34*
		1925-26	3,09	24	3,33	1,75	4	1,79	..	2	8	5,22
Total Class III Railways.	..	*1924-25*	*32,50*	*2,54*	*35,04*	*20,02*	*29*	*20,31*	..	*9*	*85*	*56,29*
		1925-26	32,16	3,17	35,33	20,80	41	21,21	..	9	1,36	57,99
GRAND TOTAL	..	*1924-25*	*38,76,10*	*6,21,98*	*44,90,00*	*66,45,86*	*51,41*	*66,82,64*	*39,72*	*13,92*	*2,48,92*	*1,14,75,20*
		1925-26	39,48,50	6,41,32	45,81,86	64,46,66	51,14	64,83,30	..	12,60	2,61,45	1,13,39,21

* Steam-boat earnings for 1925-26 are included in coaching or goods earnings.
† Includes the Bangalore-Chick Ballapur Light Railway.

7.—Details of Working Expenses of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and wagon stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3¼″	*1924-25*	*24,95*	*15·44*	*24,12*	*14·93*	*6,98*	*4·32*	..	..
		1925-26	23,04	12·70	25,36	13·98	7,02	3·87	..	..
Bengal and North-Western	3′ 3¼″	*1924-25*	*39,90*	*11·89*	*42,89*	*12·78*	*19,79*	*5·90*	..	..
		1925-26	39,20	11·25	41,65	11·95	10,63	3·05	..	..
Bengal-Nagpur	5′ 6″	*1924-25*	*98,00*	*12·60*	*1,45,12*	*18·69*	*77,76*	*9·99*	..	..
		1925-26	97,63	12·37	1,42,33	18·04	72,04	9·13	..	..
	2′ 6″	*1924-25*	*13,86*	*24·90*	*14,89*	*26·75*	*4,53*	*8·14*	..	..
		1925-26	12,14	21·96	12,60	22·79	4,73	8·55	..	..
Bombay, Baroda and Central India.	5′ 6″	*1924-25*	*81,23*	*11·32*	*1,58,91*	*22·15*	*48,64*	*6·78*	..	..
		1925-26	1,04,13	14·09	1,63,60	22·14	64,09	8·67	..	..
	3′ 3¼″	*1924-25*	*61,66*	*10·93*	*1,32,89*	*22·46*	*31,24*	*5·28*	..	..
		1925-26	60,54	10·68	1,25,33	22·11	37,84	6·68	..	..
	2′ 6″	*1924-25*	*1,53*	*13·47*	*1,98*	*17·43*	*41*	*3·61*	..	..
		1925-26	1,50	12·32	2,38	19·56	68	5·58	..	..
Burma	3′ 3¼″	*1924-25*	*62,41*	*14·52*	*83,00*	*19·30*	*33,96*	*7·90*	..	..
		1925-26	75,28	15·22	81,69	16·51	39,76	8·04	..	..
	2′ 6″	*1924-25*	*17*	*21·83*	*44*	*56·25*	*13*	*15·97*	..	..
		1925-26	15	18·45	33	40·63	4	5·00	..	..
Eastern Bengal	5′ 6″	*1924-25*	*66,91*	*17·46*	*70,12*	*18·30*	*31,33*	*8·15*	..	..
		1925-26	69,37	17·38	73,69	18·47	40,91	10·25	..	..
	3′ 3¼″ and 2′ 6″	*1924-25*	*45,76*	*19·31*	*49,15*	*20·75*	*22,43*	*9·46*	..	..
		1925-26	41,46	16·55	50,59	20·20	24,98	9·98	..	..
East Indian	5′ 6″	*1924-25*	*1,92,19*	*10·89*	*2,82,11*	*15·98*	*2,28,91*	*12·97*	..	..
		1925-26	2,21,88	11·05	3,44,85	17·17	2,31,90	11·55	..	..
Great Indian Peninsula	5′ 6″	*1924-25*	*1,95,84*	*12·48*	*4,00,03*	*25·49*	*1,07,83*	*6·87*	..	..
		1925-26	1,95,94	12·94	4,55,83	30·09	1,51,71	10·02	8,45	0·56
	2′ 6″	*1924-25*	..	..	..	..	..	..	..	..
		1925-26	..	..	..	..	..	..	..	..
Jodhpur	3′ 3¼″	*1924-25*	*12,59*	*11·00*	*28,92*	*25·27*	*7,08*	*6·19*	..	..
		1925-26	15,77	17·08	23,26	25·21	8,47	9·18	..	..
	2′ 0″	*1924-25*	*12*	*23·08*	*13*	*25·86*	*1*	*2·57*	..	..
		1925-26	10	20·59	9	18·18	2	4·10	..	..
Madras and Southern Mahratta.	5′ 6″	*1924-25*	*59,29*	*12·73*	*97,18*	*20·87*	*38,92*	*8·36*	..	..
		1925-26	66,05	13·50	1,01,98	20·85	34,96	7·15	..	..
	3′ 3¼″	*1924-25*	*44,45*	*12·68*	*71,43*	*20·37*	*22,24*	*6·34*	..	..
		1925-26	53,51	14·82	78,32	21·68	19,61	5·43	..	..
Nizam's Guaranteed State	5′ 6″	*1924-25*	*22,31*	*21·64*	*14,18*	*13·75*	*10,82*	*10·49*	..	..
		1925-26	6,54	5·55	19,53	16·57	5,30	4·50	..	..
	3′ 3¼″	*1924-25*	*7,67*	*8·55*	*13,24*	*14·73*	*3,64*	*4·04*	..	..
		1925-26	6,98	8·51	11,63	14·18	3,01	3·67	..	..
North-Western (Commercial).	5′ 6″	*1924-25*	*1,99,39*	*11·51*	*3,91,72*	*22·61*	*1,69,40*	*9·78*	..	..
		1925-26	2,08,17	13·08	3,47,20	21·82	1,48,58	9·34	..	..
	2′ 6″	*1924-25*	*7,94*	*20·33*	*12,55*	*32·13*	*3,09*	*7·91*	..	..
		1925-26	6,52	16·95	12,01	31·21	3,88	10·08	..	..

System for the years 1924-25 and 1925-26 (In thousands of rupees).

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
5,61	*3·47*	*19,95*	*12·35*	*10,28*	*6·36*	*5,65*	*3·50*	*97,54*	*60·37*	
6,39	3·52	20,62	11·37	10,72	5·91	5,88	3·24	99,03	54·59	
7,06	*2·11*	*25,23*	*7·52*	*11,57*	*3·45*	*5,78*	*1·72*	*1,52,22*	*45·37*	
7,69	2·20	25,78	7·40	12,69	3·64	5,84	1·68	1,43,48	41·17	
6,31	*0·81*	*94,68*	*12·17*	*37,95*	*4·88*	*31,41*	*4·03*	*4,91,53*	*63·17*	
9,18	1·16	89,26	11·31	42,10	5·34	34,43	4·36	4,86,97	61·71	
..	..	*6,20*	*11·14*	*4,21*	*7·56*	*78*	*1·40*	*44,47*	*79·89*	
..	..	5,89	10·66	3,75	6·78	92	1·66	40,03	72·40	
..	..	*81,08*	*11·30*	*28,87*	*4·02*	*21,59*	*3·01*	*4,20,32*	*58·58*	
..	..	88,64	12·00	31,96	4·33	21,54	2·92	4,73,96	64·15	
..	..	*58,73*	*9·92*	*26,07*	*4·41*	*18,30*	*3·09*	*3,31,89*	*56·09*	
..	..	57,32	10·11	28,71	5·06	17,33	3·06	3,27,07	57·70	
..	..	*1,02*	*8·98*	*41*	*3·61*	*10*	*0·88*	*5,45*	*47·98*	
..	..	1,23	10·11	49	4·03	10	0·82	6,38	52·42	
3,16	*0·73*	*36,30*	*8·44*	*20,59*	*4·79*	*13,89*	*3·23*	*2,53,31*	*58·91*	
3,75	0·76	39,26	7·94	22,25	4·49	14,08	2·84	2,76,07	55·80	
..	..	*15*	*18·94*	*4*	*5·25*	*7*	*9·45*	*1,00*	*126·69*	
..	..	12	15·24	3	3·49	4	4·56	71	87·37	
..	..	*59,30*	*15·48*	*19,82*	*5·17*	*17,24*	*4·50*	*2,62,62*	*69·06*	
..	..	67,55	16·92	22,48	5·63	20,26	5·08	2,94,26	73·73	
9,39	*3·96*	*28,48*	*12·02*	*11,21*	*4·73*	*7,76*	*3·28*	*1,74,18*	*73·51*	
8,17	3·27	31,14	12·43	12,59	5·03	7,76	3·10	1,76,69	70·56	
1,20	*0·07*	*2,32,07*	*13·15*	*63,64*	*3·60*	*53,46*	*3·03*	*10,53,58*	*59·69*	
1,21	0·06	2,39,49	11·92	81,05	4·04	94,83	4·72	12,15,21	60·51	
..	..	*1,63,94*	*10·45*	*58,09*	*3·70*	*16,40*	*1·05*	*9,42,13*	*60·04*	
..	..	1,56,66	10·34	61,23	4·04	63,67	4·20	10,93,49	72·19	
..	..	..	..	..	..	..	..	*9,59*	*45·05*	
..	..	..	..	..	..	..	..	8,27	45·02	
..	..	*8,72*	*7·62*	*5,23*	*4·57*	*5,57*	*4·87*	*68,11*	*59·52*	
..	..	8,81	9·54	4,93	5·33	3,80	4·12	65,04	70·46	
..	..	*5*	*10·53*	*1*	*1·13*	..	*0·62*	*32*	*63·79*	
..	..	5	11·16	1	1·09	..	0·87	27	55·99	
..	..	*29,69*	*6·38*	*19,52*	*4·19*	*8,13*	*1·75*	*2,52,73*	*54·28*	
..	..	32,33	6·61	19,71	4·03	18,92	3·88	2,73,95	56·02	
3,78	*1·08*	*26,88*	*7·06*	*16,02*	*4·57*	*4,97*	*1·42*	*1,39,77*	*54·12*	
3,05	0·85	28,45	7·88	15,96	4·42	10,25	2·84	2,09,15	57·92	
..	..	*8,02*	*7·79*	*6,12*	*5·93*	*—22,45*	*—21·77*	*39,00*	*37·83*	
..	..	8,12	6·90	6,28	5·34	8,39	7·12	54,16	45·98	
..	..	*8,21*	*9·13*	*6,61*	*7·35*	*1,61*	*1·81*	*40,98*	*45·61*	
..	..	7,77	9·46	6,79	8·29	4,06	4·94	40,24	49·05	
..	..	*1,54,46*	*8·92*	*60,83*	*3·51*	*49,77*	*2·87*	*10,25,57*	*59·20*	
..	..	1,68,56	10·59	70,01	4·40	58,44	3·67	10,00,96	62·90	
96	*2·46*	*5,96*	*15·26*	*1,77*	*4·53*	*56*	*1·43*	*32,83*	*84·05*	
1,49	3·87	6,02	15·65	1,49	3·87	72	1·87	32,13	83·50	

7.—Details of Working Expenses of each Railway

Railway System.	Gauge.	Year.	Maintenance of structural works.		Maintenance and Supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric service Department.	
			Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
North Western (Military)	5′ 6″	*1924-25*	*62,22*	*40·59*	*71,30*	*46·52*	*12,86*	*8·39*	..	..
		1925-26	38,88	24·62	62,94	39·86	24,50	15·51	..	..
	2′ 6″	*1924-25*	*6,01*	*91·06*	*3,58*	*54·24*	*94*	*14·24*	..	..
		1925-26	4,48	72·85	3,76	61·14	98	15·93	..	..
Total North Western	..	*1924-25*	*2,75,56*	*14·26*	*4,79,15*	*24·81*	*1,86,29*	*9·65*	..	..
		1925-26	2,58,05	14·39	4,25,91	23·74	1,77,94	9·92	..	..
Oudh and Rohilkhand	5′ 6″	*1924-25*	*59,68*	*15·91*	*82,26*	*21·92*	*48,92*	*13·04*	..	..
		1925-26	§	§	§	§	§	§	..	..
Rohilkund and Kumaon	3′ 3⅜″	*1924-25*	*9,29*	*13·88*	*9,68*	*14·46*	*3,73*	*5·57*	..	..
		1925-26	9,56	14·08	10,05	14·80	3,57	5·26	..	..
South Indian	5′ 6″	*1924-25*	*	*	*	*	*	*	..	..
		1925-26	*	*	*	*	*	*	..	..
	3′ 3⅜″	*1924-25*	*†58,49*	*†10·56*	*†1,29,83*	*†23·45*	*†33,50*	*†6·05*	..	..
		1925-26	†72,74	†12·44	†1,32,26	†22·61	†43,77	†7·48	..	..
	2′ 6″	*1924-25*	*	*	*	*	*	*	..	..
		1925-26	*	*	*	*	*	*	..	..
TOTAL CLASS I RAILWAYS	..	*1924-25*	*14,36,86*	*12·93*	*23,31,95*	*20·99*	*9,68,99*	*8·72*	..	..
		1925-26	14,31,56	13·05	23,23,26	21·18	9,82,98	8·96	8,54	0·08
CLASS II.										
Barsi Light	2′ 6″	*1924-25*	*96*	*5·40*	*2,95*	*16·57*	*60*	*3·36*	..	..
		1925-26	87	4·84	2,81	15·62	1,19	6·64	..	..
Bengal Dooars	3′ 3⅜″	*1924-25*	*3,73*	*16·47*	*2,52*	*11·13*	*87*	*3·84*	..	..
		1925-26	3,30	14·79	2,58	11·57	71	3·19	..	..
Bhavnagar State	3′ 3⅜″	*1924-25*	*3,50*	*10·94*	*6,33*	*19·82*	*1,47*	*4·61*	..	..
		1925-26	3,31	9·76	6,90	20·34	1,50	4·42	..	..
Bikaner State	3′ 3⅜″	*1924-25*	*4,89*	*13·17*	*11,67*	*31·41*	*1,51*	*4·07*	..	..
		1925-26	4,75	13·70	13,08	37·90	2,59	7·50	..	..
Darjeeling-Himalayan	2′ 0″	*1924-25*	*1,48*	*8·78*	*3,30*	*19·60*	*1,08*	*6·42*	..	..
		1925-26	2,01	11·51	4,11	23·55	1,14	6·52	..	..
Dibru-Sadiya	3′ 3⅜″	*1924-25*	*3,25*	*12·62*	*7,06*	*27·43*	*2,07*	*8·08*	..	..
		1925-26	3,34	12·54	4,56	17·12	2,30	8·64	..	..
Gaekwar's Baroda State	2′ 6″	*1924-25*	*4,57*	*17·15*	*7,10*	*26·67*	*2,10*	*7·88*	..	..
		1925-26	5,03	17·29	6,89	23·68	2,23	7·68	..	..
Gondal	3′ 3⅜″	*1924-25*	*2,49*	*10·69*	*7,03*	*30·16*	*2,06*	*8·83*	..	..
		1925-26	2,17	9·24	6,02	25·71	2,03	8·65	..	..
Gwalior Light (*a*)	2′ 0″	*1924-25*	*68*	*6·59*	*2,24*	*21·61*	*27*	*2·55*	..	..
		1925-26	56	6·61	2,26	26·68	40	4·72	..	..
Howrah-Amta Light (*a*)	2′ 0″	*1924-25*	*1,13*	*10·83*	*1,36*	*13·07*	*60*	*5·76*	..	..
		1925-26	1,22	11·36	1,19	11·08	22	2·05	..	..
Jamnagar and Dwarka(*a*)	3′ 3⅜″	*1924-25*	*1,62*	*15·91*	*2,81*	*27·63*	*47*	*4·58*	..	..
		1925-26	1,59	14·09	2,92	25·92	48	4·25	..	..
Junagad State	3′ 3⅜″	*1924-25*	*1,99*	*14·20*	*2,32*	*15·58*	*44*	*3·16*	..	..
		1925-26	1,62	10·74	3,22	21·43	56	3·75	..	..
Morvi	3′ 3⅜″ and 2′ 6″	*1924-25*	*2,47*	*15·73*	*3,31*	*21·11*	*57*	*3·05*	..	..
		1925-26	—30	—1·83	3,58	22·03	82	5·03	..	..
Mysore ¶	3′ 3⅜″	*1924-25*	*7,47*	*25·56*	*8,88*	*30·38*	*2,42*	*8·28*	..	..
		1925-26	5,19	17·73	8,61	29·42	2,73	9·32	..	..
Shahdara (Delhi Saharanpur Light.) (*a*)	2′ 6″	*1924-25*	*1,18*	*10·14*	*1,34*	*11·49*	*30*	*2·59*	..	..
		1925-26	1,74	17·02	1,14	11·15	33	3·23	..	..
TOTAL CLASS II RAILWAYS	..	*1924-25*	*41,41*	*13·37*	*70,22*	*22·68*	*16,83*	*5·44*	..	..
		1925-26	36,40	11·63	69,87	22·33	19,23	6·15	..	..

(*a*) Shown under class III in the Report by the Railway Board on Indian Railways for 1924-25.

System for the years 1924-25 and 1925-26 (in thousands of rupees)—contd.

Maintenance and working of Ferry steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
..	..	*20,46*	*13·55*	*9,50*	*6·20*	*7,24*	*4·72*	*1,83,58*	*119·77*	
..	..	21,68	13·73	11,94	7·56	8,29	5·25	1,68,23	106·53	
..	..	*1,94*	*15·76*	*46*	*6·97*	*15*	*2·27*	*12,18*	*184·54*	
..	..	1,58	25·69	72	11·71	18	2·92	11,70	190·24	
96	*0·05*	*1,81,92*	*9·42*	*72,56*	*3·76*	*57,72*	*2·99*	*12,54,16*	*64·94*	
1,49	0·08	1,97,84	11·03	84,16	4·69	67,63	3·77	12,13,02	67·62	
..	..	*54,14*	*14·43*	*19,31*	*5·29*	*12,95*	*3·45*	*2,77,79*	*74·04*	
§	§	§	§	§	§	§	§	§	§	§ Included in East Indian Railway figures.
..	..	*5,46*	*8·15*	*3,84*	*5·74*	*1,60*	*2·39*	*33,60*	*50·19*	
..	..	5,88	8·65	3,87	5·69	1,16	1·70	34,09	50·18	
..	..	..	..	..	..	..	..	*80,79*	*52·83*	* Included with 3′ 3⅜″ gauge.
..	..	..	..	..	..	..	..	1,06,51	65·52	
†*4,39*	†*0·79*	†*45,14*	†*8·15*	†*22,39*	†*4·05*	†*11,89*	†*2·15*	*2,21,20*	*55·65*	†Includes the 5′ 6″ and 2′ 6″ gauges.
†4,04	†0·69	†45,28	†7·74	†23,06	†3·94	†19,89	†3·40	2,29,83	54·87	
..	..	..	..	..	..	..	..	*3,64*	*110·39*	
..	..	..	..	..	..	..	..	4,70	132·39	
41,86	*0·38*	*11,75,36*	*10·58*	*4,64,89*	*4·18*	*2,74,42*	*2·47*	*67,03,92*	*60·35*	
44,97	0·41	11,57,49	10·55	4,94,82	4·51	4,20,78	3·83	68,72,58	62·66	
..	..	*1,60*	*9·00*	*2,05*	*11·51*	*71*	*3·99*	*8,87*	*49·83*	
..	..	1,50	8·35	2,12	11·80	73	4·08	9,22	51·33	
16	*0·71*	*1,90*	*8·39*	*1,75*	*7·73*	*60*	*2·65*	*11,53*	*50·92*	
17	0·76	1,96	8·79	1,79	8·03	52	2·33	11,03	49·46	
..	..	*3,28*	*10·27*	*2,57*	*8·03*	*1,12*	*3·52*	*18,27*	*57·19*	
..	..	4,25	12·54	2,26	6·68	71	2·11	18,93	55·85	
..	..	*2,89*	*7·79*	*1,65*	*4·44*	*1,00*	*2·67*	*23,61*	*63·55*	
..	..	4,55	13·20	2,54	7·40	82	2·40	28,33	82·10	
..	..	*2,07*	*12·26*	*1,38*	*8·19*	*91*	*5·42*	‡*13,28*	‡*57·84*	‡Includes the Darjeeling Himalayan Extension Railway not included in details.
..	..	2,22	12·70	1,33	7·59	1,27	7·28	‡15,23	‡64·13	
..	..	*1,77*	*6·90*	*1,66*	*6·46*	*58*	*2·26*	*16,39*	*63·75*	
..	..	1,93	7·25	1,75	6·57	38	1·43	14,26	53·55	
..	..	*3,47*	*13·04*	*1,29*	*4·84*	*62*	*2·35*	*19,15*	*71·93*	
..	..	4,01	13·77	1,15	3·95	34	1·17	19,65	67·54	
..	..	*1,76*	*7·53*	*1,34*	*5·74*	*1,46*	*6·24*	*16,14*	*69·19*	
..	..	3,16	13·51	1,51	6·45	37	1·57	15,26	65·13	
..	..	*53*	*5·11*	*65*	*6·32*	*39*	*3·74*	*4,76*	*45·92*	
..	..	53	6·26	67	7·91	47	5·55	4,89	57·73	
..	..	*1,57*	*15·12*	*55*	*5·24*	*31*	*2·96*	*5,52*	*52·98*	
..	..	1,50	13·96	55	5·12	55	5·12	5,23	48·69	
..	..	*1,28*	*12·58*	*90*	*8·89*	*27*	*2·68*	*7,35*	*72·27*	
..	..	1,08	9·54	89	7·85	27	2·43	7,23	64·08	
..	..	*1,44*	*10·32*	*1,10*	*7·84*	*23*	*1·63*	*7,52*	*53·73*	
..	..	1,52	10·11	98	6·53	25	1·68	8,15	54·24	
..	..	*1,65*	*10·55*	*83*	*5·28*	*1,85*	*11·80*	*10,68*	*68·12*	
..	..	1,55	9·49	58	3·54	3,33	20·48	9,56	58·74	¶ Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.
..	..	*4,30*	*14·71*	*2,75*	*9·41*	*67*	*2·29*	*26,49*	*90·63*	
..	..	3,78	12·91	2,35	8·03	1,10	3·76	23,76	81·17	
..	..	*1,21*	*10·37*	*55*	*4·77*	*26*	*2·24*	*4,84*	*41·60*	
..	..	1,08	10·57	47	4·60	45	4·40	5,21	50·97	
16	*0·06*	*30,72*	*9·92*	*21,02*	*6·79*	*10,98*	*3·55*	*1,94,40*	*62·78*	
17	0·05	34,62	11·07	20,94	6·69	11,56	3·69	1,95,94	62·62	

7.—*Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of structural works.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Aden	3′ 3½″	*1924-25*	*37*	*20·24*	*81*	*44·50*
		1925-26	46	33·58	80	58·39
Ahmadpur-Katwa	2′ 6″	*1924-25*	*22*	*16·25*	*32*	*24·39*
		1925-26	22	13·67	40	23·95
Arakan Light	2′ 6″	*1924-25*	*25*	*58·99*	*33*	*81·05*
		1925-26	22	66·67	48	145·45
Arrah-Sasaram Light	2′ 6″	*1924-25*	*69*	*19·06*	*73*	*20·18*
		1925-26	89	23·92	55	14·78
Bankura-Damoodar River	2′ 6″	*1924-25*	*51*	*23·18*	*64*	*28·75*
		1925-26	51	22·95	76	34·10
Baraset-Basirhat Light	2′ 6″	*1924-25*	*82*	*14·08*	*1,00*	*17·29*
		1925-26	79	12·84	84	13·66
Bengal Provincial	2′ 6″	*1924-25*	*24*	*13·14*	*47*	*25·70*
		1925-26	27	14·20	53	28·51
Bukhtiarpur-Bihar Light	2′ 6″	*1924-25*	*43*	*13·91*	*58*	*18·68*
		1925-26	63	17·45	93	25·77
Burdwan-Katwa	2′ 6″	*1924-25*	*30*	*14·37*	*46*	*21·50*
		1925-26	30	12·99	51	21·45
Cutch State	2′ 6″	*1924-25*	*26*	*25·03*	*33*	*31·55*
		1925-26	16	19·70	22	27·56
Dehri-Rohtas Light	2′ 6″	*1924-25*	*34*	*10·83*	*88*	*28·46*
		1925-26	32	9·94	74	22·98
Dholpur-Bari	2′ 6″	*1924-25*	*19*	*7·85*	*77*	*33·24*
		1925-26	31	11·76	77	29·43
Futwah-Islampur	2′ 6″	*1924-25*	*13*	*7·74*	*24*	*13·80*
		1925-26	16	8·47	29	15·34

System for the years 1924-25 and 1925-26 (in thousands of rupees)—contd.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
31	*16·65*	*45*	*24·49*	*4*	*2·35*	*1,98*	*108·23*	
21	15·33	50	36·50	2	1·46	1,99	145·26	
39	*28·46*	*20*	*14·51*	*2*	*1·29*	*1,15*	*84·90*	
36	21·59	20	12·03	2	1·10	1,20	72·34	
10	*25·18*	*13*	*30·46*	*6*	*13·43*	*87*	*209·11*	
11	33·33	13	39·39	8	24·24	1,02	309·08	
52	*14·49*	*33*	*9·21*	*7*	*1·83*	*2,34*	*64·77*	
52	13·98	31	8·33	12	3·23	2,39	64·24	
31	*13·85*	*32*	*14·53*	*3*	*1·38*	*1,81*	*81·69*	
33	14·63	35	15·50	3	1·39	1,98	88·57	
84	*14·39*	*37*	*6·34*	*16*	*2·71*	*3,19*	*54·81*	
83	13·50	38	6·18	20	3·25	3,04	49·43	
29	*15·90*	*21*	*11·34*	*1*	*0·36*	*1,22*	*66·44*	
30	15·94	19	9·92	1	0·72	1,30	69·29	
38	*12·38*	*23*	*7·58*	*7*	*2·10*	*1,69*	*54·65*	
46	12·74	23	6·37	6	1·66	2,31	63·99	
31	*14·69*	*24*	*11·56*	*3*	*1·49*	*1,34*	*63·61*	
32	13·66	25	10·82	4	1·65	1,42	60·57	
7	*6·88*	*18*	*16·94*	..	*0·02*	*84*	*80·42*	
5	7·07	17	21·49	..	..	80	75·82	
32	*10·35*	*26*	*8·39*	*11*	*3·53*	*1,91*	*61·56*	
28	8·70	25	7·76	14	4·35	1,73	53·73	
18	*7·33*	*18*	*7·69*	*1*	*0·22*	*1,33*	*55·33*	
21	8·12	17	6·37	1	0·26	1,47	55·94	
24	*13·57*	*12*	*7·00*	*1*	*0·85*	*74*	*42·96*	
23	12·17	12	6·35	2	1·06	82	43·39	

7.—*Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of structural works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Howrah-Sheakhala Light	2′ 0″	*1924-25*	*28*	*12·58*	*34*	*15·14*
		1925-26	30	12·66	34	14·35
Jagadhri Light	2′ 0″	*1924-25*	*2*	*5·90*	*8*	*23·93*
		1925-26	2	7·59	8	30·77
Jessore-Jhenidah	2′ 6″	*1924-25*	*12*	*11·32*	*37*	*34·91*
		1925-26	12	8·05	34	22·82
Jorhat (Provincial)	2′ 0″	*1924-25*	*29*	*15·32*	*82*	*43·41*
		1925-26	33	16·51	96	48·03
Kalighat-Falta	2′ 6″	*1924-25*	*42*	*11·75*	*96*	*26·94*
		1925-26	41	14·36	1,10	38·37
Kolar District *	2′ 6″	*1924-25*	*69*	*15·72*	*1,70*	*38·72*
		1925-26	61	13·70	2,17	48·78
Kulasekarapatnam Light	2′ 0″	*1924-25*	*24*	*34·10*	*38*	*53·50*
		1925-26	22	30·11	32	44·18
Porbandar State	3′ 3⅜″	*1924-25*	*50*	*13·64*	*1,38*	*37·90*
		1925-26	50	12·18	1,88	45·78
Tarikere Narasimharajapura Light	2′ 6″	*1924-25*	*14*	*28·57*	*19*	*38·78*
		1925-26	8	12·31	29	44·61
Tezpore-Balipara	2′ 6″	*1924-25*	*32*	*16·06*	*56*	*27·89*
		1925-26	33	16·62	55	28·23
Trivellore Light	2′ 0″	*1924-25*	*1*	*4·30*	*9*	*78·34*
		1925-26	1	10·00	7	70·00
Udaipur-Chitorgarh	3′ 3⅜″	*1924-25*	*81*	*15·15*	*1,15*	*21·50*
		1925-26	73	13·97	1,08	20·72
TOTAL CLASS III RAILWAYS	...	*1924-25*	*8,59*	*15·26*	*15,58*	*27·68*
		1925-26	8,90	15·35	17,00	29·31

System for the years 1924-25 and 1925-26 (in thousands of rupees)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
30	*13·70*	*23*	*10·42*	*6*	*2·52*	*1,21*	*54·36*	
31	13·08	23	9·70	6	2·53	1,24	52·32	
7	*21·32*	*3*	*9·69*	..	*0·61*	*20*	*61·45*	
6	23·08	3	11·54	..	..	19	73·08	
15	*14·15*	*25*	*23·58*	..	..	*89*	*83·96*	
18	12·08	27	18·12	1	0·67	92	61·74	
28	*15·15*	*12*	*6·68*	*10*	*5·25*	*1,61*	*85·81*	
31	15·75	35	18·01	11	5·52	2,06	103·82	
50	*14·22*	*34*	*9·52*	*6*	*1·78*	*2,28*	*64·21*	
51	17·96	34	11·70	9	3·27	2,45	85·66	* Includes the Bangalore Chik Ballapur Light Railway.
65	*14·81*	*42*	*9·56*	*11*	*2·51*	*3,57*	*81·32*	
58	13·03	36	8·09	16	3·59	3,88	87·19	
10	*14·58*	*1*	*1·57*	..	..	*73*	*103·75*	
9	11·69	1	1·62	..	..	64	87·66	
44	*11·98*	*42*	*11·61*	*8*	*2·13*	*2,82*	*77·26*	
45	11·11	40	9·86	7	1·64	3,30	80·57	
8	*16·33*	*5*	*10·20*	*1*	*2·04*	*47*	*95·92*	
8	12·31	5	7·69	2	3·08	52	80·00	
26	*13·18*	*21*	*10·80*	*4*	*2·04*	*1,39*	*69·97*	
27	13·63	21	10·95	3	1·55	1,39	70·98	
2	*22·06*	*1*	*11·72*	..	*3·48*	*13*	*119·90*	
2	20·00	2	20·00	..	..	12	120·00	
36	*6·82*	*22*	*4·16*	*11*	*2·02*	*2,65*	*49·65*	
40	7·60	25	4·89	9	1·64	2,55	48·82	
7,47	*13·25*	*5,53*	*9·82*	*1,19*	*2·13*	*38,36*	*68·14*	
7,47	12·88	5,77	9·95	1,39	2·40	40,53	69·89	

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC

STATISTICAL STATEMENTS.

8.—*Mileage*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1926.				TRACK MILEAGE OPEN ON 31ST MARCH 1926.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3′ 3¼″	1-7-95	874·11	..	..	874·11	874·11	171·83	10·87	1,056·81
	Chaparmukh-Silghat ..	3′ 3¼″	30-3-20	50·81	..	..	50·81	50·81	3·41	..	54·22
	Katakhal-Lalabazar ..	3′ 3¼″	1-4-23	23·49	..	..	23·49	23·49	0·90	..	24·39
	Mymensingh-Bhairab Bazar ..	3′ 3¼″	20-3-17	100·68	..	..	100·68	100·68	15·73	0·19	116·60
	Total—1 ..	..	..	1,049·09	..	..	1,049·09	1,049·09	191·87	11·06	1,252·02
2	Bengal and North-Western—	3′ 3¼″	2-4-84	1,275·15	..	..	1,275·15	1,275·15	248·90	14·92	1,538·97
	Tirhoot	3′ 3¼″	1-11-75	797·83	10·05	..	807·88	817·93	182·24	11·62	1,011·79
	Total—2 ..	..	..	2,072·98	10·05	..	2,083·03	2,093·08	431·14	26·54	2,550·76
3	Bengal-Nagpur—	5′ 6″	6-4-80	1,829·79	229·27	..	2,059·06	2,288·33	550·18	116·36	2,954·87
	Mayurbhanj	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74·35
	Parlakimedi Light	2′ 6″	1-4-00	24·62	..	..	24·62	24·62	1·77	..	26·39
	Purulia-Ranchi	2′ 6″	15-11-07	115·30	..	..	115·30	115·30	10·15	..	125·45
	Raipur-Dhamtari	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·96	..	61·90
	Satpura	2′ 6″	18-4-03	627·08	..	..	627·08	627·08	61·71	9·90	698·69
	Tumsar-Tirodi Light ..	2′ 0″	1-4-16	46·80	..	..	46·80	46·80	8·12	..	54·92
	Total—3 ..	..	..	2,771·17	229·27	..	3,000·44	3,229·71	640·50	126·36	3,996·57
	Bombay, Baroda and Central India.	5′ 6″	10-2-60	746·49	243·29	16·38 (quadruple)	1,006·16	1,298·57	295·23	118·70	1,712·50
	Nagda-Ujjain	5′ 6″	15-7-96	34·61	..	..	34·61	34·61	2·99	1·78	39·38
	Petlad Cambay (Anand-Tarapur).	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·18	2·34	24·94
	Petlad Cambay (Tarapur-Cambay).	5′ 6″	20-6-01	12·36	..	..	12·36	12·36	1·48	2·37	16·21
	Tapti Valley	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·50	4·34	167·56
	Bombay, Baroda and Central India.	3′ 3¼″	14-2-73	1,882·68	1·78	..	1,884·46	1,886·24	361·61	24·18	2,272·03

Statement for 1925-26.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1925-26.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1926.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	Karimganj to Longai Valley.	47·52	Sibsagar Rd. to Khowang.	38·79	State line.	
				Furkating Badulipura Jorhat.	42·17		
..	..	..	..	..		Branch lines under guarantee terms.	
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	
..	..	..	47·52	..	80·96		
Pharenda to Nautanwa.	25·26	..	..	..	..	Line subsidized by the Government of India.*	*Receives land only from Government.
..	..	..	..	..	..	State line.	
..	25·26	..	..	..	..		
Burmo to Danea	18·75	Dharmaband to a point on Mohuda Gomoh line.	2·50	Barkakhana (Hesla) to Chandil.	74·25	State lines.	
South Karanpura Coalfields.	19·26			Birmitrapur to Guttitanagar.	6·71		
Argada Branch	1·51			Matiala block Hut to Garh Dhrubeswar	1·82		
Argada to Barkakhana.	1·82			Raipur to Vizianagaram.	260·89		
Barabil Branch	4·35			Talcher coalfields ..	62·80		
					406·47		
..	..	..	..	Sudamdih branch ..	0·32	Branch line under rebate terms.	
..	..	Parlakimedi to Gunurpur.	31·63	Jeetpur connection	0·26	Indian State line.	
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	..	Khirsadoh to Siegora	8·43	..	..		
..	..	..	..	..	..		
..	45·69	..	42·56	..	407·05		
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	State line.	

8.—Mileage
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1925.				TRACK MILEAGE OPEN ON 31ST MARCH 1926.			
				Single line.	Double line.	Treble lines, etc. as the case may be	Total.	Running track.	Transportation siding.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4—*concld.*	Ahmedabad-Parantij ..	3′ 3⅜″	1-5-97	88·70	..	..	88·70	88·70	17·59	1·49	107·78
	Dhrangadra	3′ 3⅜″	1-6-98	53·71	..	..	53·71	53·71	5·68	1·64	61·03
	Gaekwar's Mehsana ..	3′ 3⅜″	21-3-87	230·25	..	..	230·25	230·25	25·55	3·18	258·98
	Jaipur State	3′ 3⅜″	10-11-05	179·10	..	..	179·10	179·10	14·03	..	193·13
	Palanpur-Deesa* ..	3′ 3⅜″	8-11-93	17·28	..	..	17·28	17·28	1·29	..	18·57
	Broach-Jambusar ..	2′ 6″	23-11-14	29·69	..	..	29·69	29·69	2·64	1·19	33·52
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	2·14	5·23	38·05
	Godhra-Lunavada ..	2′ 6″	4-2-13	25·43	..	..	25·43	25·43	1·51	1·08	28·02
	Nadiad-Kapadvanj ..	2′ 6″	5-3-13	28·17	..	..	28·17	28·17	3·57	1·30	33·04
	Rajpipla State	2′ 6″	1-7-97	39·24	..	..	39·24	39·24	2·33	0·93	42·50
	Jhagadia-Thawa Road ..	2′ 6″	8-3-26	16·00	..	..	16·00	16·00	0·41	..	16·41
	Total—4 ..	..	..	3,591·53	245·07	16·38	3,852·98	4,147·17	746·73	169·75	5,063·65
5	Burma	3′ 3⅜″	1-5-77	1,183·58	165·32	..	1,348·90	1,514·22	335·50	44·74	1,894·46
	Alon-Saingbyin	3′ 3⅜″	1-7-22	26·51	..	..	26·51	26·51	2·50	..	29·01
	Burma Extensions	3′ 3⅜″	15-4-07	187·78	..	..	187·78	187·78	36·25	16·52	240·55
	Moulmein-Ye	3′ 3⅜″	2-8-23	89·25	..	..	89·25	89·25	9·67	..	98·92
	Pyinmana-Taungdwingyi ..	3′ 3⅜″	1-8-22	66·79	..	..	66·79	66·79	2·66	..	69·45
	Southern Shan States ..	3′ 3⅜″	15-6-12	86·48	..	..	86·48	86·48	8·72	..	95·20
	Mandalay-Madaya Light ..	2′ 6″	10-2-12	16·00	..	..	16·00	16·00	4·00	..	20·00
	Pegu-Kayan	3′ 3⅜″	..	..	..	..	..	..	..	..	..
	Total—5 ..	..	..	1,656·39	165·32	..	1,821·71	1,987·03	399·30	61·26	2,447·59
6	Eastern Bengal	5′ 6″	2-1-62	467·77	131·56	†24·29	623·62	826·36	437·92	37·59	1,301·87
	Sara-Sirajganj	5′ 6″	1-7-15	52·96	..	..	52·96	52·96	25·27	..	78·23
	Eastern Bengal	3′ 3⅜″	28-8-77	947·52	7·29	..	954·81	962·10	274·57	11·31	1,247·98
	Cooch Behar State	3′ 3⅜″	15-9-93	33·09	..	..	33·09	33·09	2·42	0·28	35·79

Statement for 1925-26.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1925-26.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1926.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	Halvad to Malia ..	26·00	..	..	Indian State lines.	
..	..	Khalipur to Khakhal	17·22	..	..		
		Wagrod to Khareda	12·44				
		Vijapur to Ransipur	14·01				
			43·67				
..	..	..	..	..	..		
..	..	..	..	..	..	State lines	* This line is the joint property of Government and the Palanpur Durbar.
..	..	Jambusar Kavi ..	17·87	..	..		
		Samni Dehej ..	24·72				
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State line.	
Jhagadia to Netranj.	16·00	..	..	..	..		
..	16·00	..	112·26	..	..		
Baukiaw to kanbe Cantonment.	7·05	..	..	Cantonment to Mingaladon.	3·95	State lines.	
..	..	..	..	Segyi to ye-u ..	23·54		
..	..	..	..	..	..		
Lamaing to Ye.	19·56	..	..	..	..		
..	..	..	..	Taungdwingyi to Kyaukpidaung	71·00		
..	..	..	..	Heho to Tayaw ..	9·35		
..	..	..	..	..	..		
..	..	..	..	Pegu to Kayan ..	36·93		
				Kayan to Thongwa	10·54		
..	26·61	..	..	..	155·31		
..	..	Dhamua to Lakshmi kantopur.	19·00	..	..	State line.	†1·69 miles triple and 22·60 miles quadruple.
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	Dinajpur to Ruhea	52·00	..	..	State line.	
..	..	..	..	..	..	Indian State line.	

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1926.				Track mileage open on 31st March 1926.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6—*concld.*	Eastern Bengal	2′ 6″	18-7-81	25·25	..	..	25·25	25·25	1·94	0·04	27·23
	Khulna-Bagerhat	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·96	..	21·71
	Total—6 ..	..	..	1,546·34	138·85	24·29	1,709·48	1,919·51	744·08	49·22	2,712·81
7	East Indian	5′ 6″	15-8-54	*2,940·84	756·74	‡53·88	3,751·46	4,645·01	1,413·33	156·17	6,214·51
	Hardwar-Dehra ..	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	..	4·78	36·82
	South Bihar	5′ 6″	5-7-99	76·56	2·70	..	79·26	81·96	7·95	..	89·91
	Cawnpore-Burhwal link ..	3′ 3¾″	24-11-96	(*a*) 82·52	..	..	82·52	82·52	11·69	1·17	95·38
	Total—7 ..	..	..	3,131·96	759·44	53·88	3,945·28	4,841·53	1,432·97	162·12	6,436·62
8.	Great Indian Peninsula (*c*) ..	5′ 6″	18-4-53	(*b*)2,387·92	778·97	29·51 (quadruple).	3,196·40	4,063·91	1,019·81	100·02	5,183·74
	Bhopal-Ujjain	5′ 6″	11-11-95	113·28	..	..	113·28	113·28	9·24	..	122·52
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	11·18	..	158·25
	Dhond-Baramati	2′ 6″	20-5-14	27·26	..	..	27·26	27·26	1·25	0·45	28·96
	Ellichpur-Yeotmal ..	3′ 6″	1-12-13	117·66	..	..	117·66	117·66	6·12	4·12	127·90
	Pachora-Jamner	2′ 6″	1-4-18	34·76	..	..	34·76	34·76	2·07	0·85	37·68
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·17	0·85	23·85
	Matheran Light	2′ 0″	22-3-07	12·61	..	..	12·61	12·61	1·05	0·18	13·84
	Total—8 ..	..	..	2,862·39	778·97	29·51	3,670·87	4,538·38	1,051·89	106·47	5,696·74
9	Jodhpur	3′ 3⅜″	24-6-82	617·66	..	..	617·66	617·66	75·69	5·78	699·13
	Jodhpur-Hyderabad (British Section).	3′ 3⅜″	18-8-92	123·98	..	..	123·98	123·98	28·55	3·39	155·92
	Mirpur Khas-Jhudo ..	3′ 3⅜″	18-4-06	50·43	..	..	50·43	50·43	3·61	0·33	54·37
	Mirpur Khas-Khadro ..	3′ 3⅜″	1-1-12	49·50	..	..	49·50	49·50	3·14	..	52·64
	Piyar-Bilara Light	2′ 0″	25-10-11	25·25	..	..	25·25	25·25	0·43	0·34	26·02
	Total—9 ..	..	..	866·82	..	..	866·82	866·82	111·42	9·84	988·08

Statement for 1925-26—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1925-26.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1926.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	....	..	Krishnagar-Nawadip Ghat.	10·00	State line.	
..	..	....	..	....	..	Branch line under rebate terms.	
..	..	....	71·00	....	10·00		
..	..	..	..	Bhagalpur to Mandar Hill.	†31·13	State line.	* Including 16·79 mile of mixed (5′ 6″and 3′3⅜″) gauge line between Burhwal and Barabanki and excluding 222·86 miles from Allahabad to Jubbulpur transferred to G. I. P. Railway. †This is relaying of line dismantled during the war. ‡31·59 miles triple 17·29 miles quadruple, 3·26 miles quintuple; and 1·74 miles sextuple. §Although a leased line, it is for convenience treated as a State line. ‖ Under running power agreement, the B. N.-W. Railway Company, run and haul their trains and traffic over this line. (a) Including the mixed gauge line referred to in the note marked with ‖ above also 2·18 miles of E. I. Railway metre gauge line at Benares. (b) Including 222·86 miles Allahabad to Jubbulpore transferred from E. I. Railway. (c) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi. (a part of this line is owned by the Bhopal Durbar) and Cawnpore Banda Railways. (d) Actually opened in 1924-25. (e) Receives land only from Government.
				Chundrapura to Gomoh	9·96		
				Rikhikesh Road to Rikhikhesh.	7·12		
				Calcutta Chord ..	8·30		
..	..	..	..	..	..	Branch line under guaranteed terms.	
..	..	..	..	..	..	Leased line.§	
..	..	..	..	..	..	‖State line.	
..	..	..	..	..	56·51		
Majri to Rajur ..	13·20	..	..	Agra to Bah ..	45·83	State lines.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..		
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	13·20	..	..	..	45·83		
(d) Sursagar Branch	8·93	..	..	Marwar Junction to Sanderao.	77·83	Indian State line.	
..	..	..	..			State line	
..	..	..		..	..	Lines subsidized by the Government of India.(e)	
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State line.	
..	8·93	..	..	..	77·83		

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1926				TRACK MILEAGE OPEN ON 31ST MARCH 1926			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
10	Madras and Southern Mahratta	5′ 6″	1-7-56	996·17	44·48	..	1,040·65	1,085·13	227·74	6·07	1,318·94
	Kolar Gold-fields	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	4·35	1·52	15·75
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·17	..	22·58
	Madras and Southern Mahratta	3′ 3½″	24-3-84	1,519·56	..	..	1,519·56	1,519·56	180·24	1·53	1,701·33
	Alnavar-Dandeli (Provincial) ..	3′ 3½″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Bangalore-Harihar	3′ 3½″	11-8-84	210·25	..	..	210 25	210·25	26·58	..	236·83
	Bezwada-Masulipatam ..	3′ 3½″	4-2-08	51·80	..	..	51·80	51·80	7·24	..	59·04
	Dhone-Kurnool	3′ 3½″	1-1-09	32·00	..	..	32·00	32·00	1·96	..	33·96
	Hindupur (Yesvantpur Mysore Frontier).	3′ 3½″	15-12-92	51·35	..	..	51·35	51·35	3·88	..	55·23
	Kolhapur State	3′ 3½″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3½″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese ..	3′ 3½″	17-1-87	51·10	..	..	51·10	51·10	16·27	..	67·37
	Total—10 ..	..	..	2,996·81	44·48	..	3,041·29	3,085·77	473·70	9·12	3,568·59
11	Nizam's Guaranteed State ..	5′ 6″	9-10-74	330·13	..	..	330·13	330·13	45·94	11·04	387·11
	Balharshah-Warangal ..	5′ 6″	1-2-24	57·78	..	..	57·78	57·78	3·46	..	61·24
	Bezwada Extension ..	5′ 6″	10-2-89	21·47	..	..	21·47	21·47	1·45	..	22·92
	Hingoli Branch	3′ 3½″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley ..	3′ 3½″	21-10-99	377·11	8·54	..	385·65	394·19	54·47	1·88	450·54
	Secunderabad-Gadwal ..	3′ 3½″	1-2-16	135·76	9·28	..	145·04	154·32	13·80	..	168·12
	Karipalli-Kothagudium ..	5′ 6″	..	..	..	..	..	..	..	..	..
	Total—11 ..	..	..	972·56	17·82	..	990·38	1,008·20	120·00	12·92	1,141·12
12	North Western	5′ 6″	13-5-61	3,224·20	877·00	..	4,101·20	4,978·20	1,432·40	125·60	6,536·20
	Amritsar-Patti	5′ 6″	21-9-06	54·26	..	..	54·26	54·26	8·10	..	62·36
	Delhi-Ambala-Kalka ..	5′ 6″	1-3-91	205·00	0·75	..	203·75	206·50	24·20	8·80	265·40
	Jind Panipat (Indian State Section).	5′ 6″	1-11-16	25·90	..	..	25·90	25·90			
	Jullundur-Mukerian ..	5′ 6″	1-1-15	44·90	..	..	44·90	44·90	3·90	..	48·80
	Phagwara-Rahon	5′ 6″	1-4-15	45·40	..	..	45·40	45·40	5·13	..	50·53

Statement for 1925-26—contd.

RAILWAYS.—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1925-26.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1926.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Station.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	Nidadavolu to Bhimavaram.	28·55	State line.	
				Bhimavaram to Narasapur.	18·46		
..	..	..	..	..	..		
..	..	..	..	..	..	District Board line.	
..	..	..	..	Kanivahlli to Swamihalli.	12·00	State lines.	
				Gudivada to Bhimavaram.	40·90		
				Hotgi to Sholapur..	9·65		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	District Board line.	
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	109·56		
..	..	..	..	..	..	Line guaranteed by Indian State.	
..	..	..	..	Balharshah to Galiara	87·90	Indian State line.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Line guaranteed by Indian State.	
Gadwal to Allumpur Road.	28·12	British Frontier to Kurnool.	4·89	Allumpur Road to British Frontier.	2·95	Indian State line.	
..	..	Kothagudium to Ramavaram.	1·99	Karepalli to Kothagudium.	24·52	Indian State line.	
..	28·12	..	6·88	..	115·37		
Jamrud to Landikotal.	20·32	..	..	Landikotal to Landikhana.	5·00	State line	
				Amritsar to Narowal.	39·80	Branch lines under rebate terms.	
	..	..	..	Shadara to Narowal	48·80		
..	..	..	..	..	..	Line subsidised by the Government of India,	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..		

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1926.				TRACK MILEAGE OPEN ON 31ST MARCH 1926.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12 *contd.*	Jammu and Kashmir (Indian State Section).	5′ 6″	15-3-90	16·01	..	..	16·01	16·01	3·10	..	19·11
	Khanpur-Chachran ..	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·84	..	24·82
	Ludhiana-Dhuri-Jakha ..	5′ 6″	10-4-01	78·65	..	..	78·65	78·65	5·80	..	84·45
	Mandra-Bhaun	5′ 6″	1-5-15	46·38	..	..	46·38	46·38	3·90	0·20	50·48
	Rajpura-Bhatinda	5′ 6″	1-11-84	108·60	..	..	108·60	108·60	21·30	..	129·90
	Sialkot-Narowal	5′ 6″	10-11-15	38·16	..	..	38·16	38·16	4·00	..	42·16
	Sirhind Rupur	5′ 6″	..	..	..	..	..	..	..	..	..
	Southern Punjab (Main line)	5′ 6″	10-11-97	427·11	0·51	..	427·62	428·13	81·50	0·60	510·23
	„ „ Jullundur Doab ..	5′ 6″	23-6-12	132·50	..	..	132·50	132·50	17·14	..	149·64
	„ „ Ludhiana Extension ..	5′ 6″	10-6-05	153·35	..	..	153·35	153·35	25·00	..	178·35
	„ „ Sutlej Valley ..	5′ 6″	6-7-10	214·50	..	..	214·50	214·50	17·60	..	232·10
	Jacobabad-Kashmor ..	2′ 6″	1-12-14	76·70	..	..	76·70	76·70	4·00	..	80·70
	Kalka-Simla	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	8·30	1·70	69·93
	Kangra Valley	2′ 6″	..	..	..	..	..	..	..	..	..
	Khanai-Hindubagh ..	2′ 6″	1-1-21	46·00	..	..	46·00	46·00	6·50	18·90	71·40
	Kohat-Thal	2′ 6″	1-4-03	61·75	..	..	61·75	61·75	10·33	..	72·08
	Larkana-Jacobabad ..	2′ 6″	16-2-22	53·24	..	..	53·24	53·24	3·15	..	56·39
	Trans Indus (Kalabagh-Bannu)	2′ 6″	15-6-13	161·70	..	..	161·70	161·70	16·70	19·80	198·20
	Dera Ismail Khan Tank Decauville.	2′ 0″	12-3-20	43·00	..	..	43·00	43·00	3·80	..	46·80
	Total—12 ..	..	..	5,339·22	878·26	..	6,217·48	7,095·74	1,708·69	175·60	8,980·03
13	Rohilkund and Kumaon ..	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	33·87	2·25	294·84
	Lucknow-Bareilly	3′ 3⅜″	12-10-84	310·90	1·16	..	312·06	313·22	59·60	15·87	388·69
	Total—13 ..	..	..	569·62	1·16	..	570·78	571·94	93·47	18·12	683·53
14	South Indian	5′ 6″	23-5-60	445·94	..	..	445·94	445·94	79·00	1·39	526·33
	Suramangalam-Salem ..	5′ 6″	1-6-17	3·86	..	..	3·86	3·86	2·05	..	5·91
	South Indian	3′ 3⅜″	15-7-61	870·93	..	..	870·93	870·93	191·89	14·37	1,077·19

Statement for 1925-26—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1925-26.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC. ON 31ST MARCH 1926.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..		..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	Sirhind to Rupar ..	30·00	..	..	Indian State line.	
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		
..	..	..	..	..	..		
Pakpattan to Mailsi.	*87·00	..	..	..	..		* This is relaying of line dismantled during the war.
..	..	..	..	..	..		
..	..	..	..	..	..	State lines.	
..	..	..	..	Pathankot to Shanon	103·00		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	State lines.	
Dera Ismail Khan to Tank Decauville.	43·00	..	..	..	..		
..	150·32	..	30·00	..	196·60		
..	..	..	..	..	..	Line subsidized by the Government of India.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	..		
..	..	..	..	Shoranur to Nilambur	41·28	State line.	
..	..	..	..	..	..	District Board line.	
..	..	Madura to Bodinaickanur.	55·19	Villupuram to Trichinopoly.	108·47	State lines.	
				Virudunagar to Tenkasi.	75·22		
				Mayavram to Tranquebar.	18·36		
				Dindigul to Pollachi	74·91		

8.—*Mileage*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1926.				TRACK MILEAGE OPEN ON 31ST MARCH 1926			
				Single line.	Double line.	Treble line etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial siding.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
14 *contd.*	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·56	..	33·52
	Peralam-Karaikkal ..	3′ 3⅜″	14-3-98	14·65	..	..	14·65	14·65	2·13	..	16·78
	Podanur-Pollachi ..	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	2·55	..	27·59
	Pondicherry	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·14	0·22	10·21
	Shoranur-Cochin ..	3′ 3⅜″	2-6-02	64·75	..	..	64·75	64·75	9·82	1·81	76·38
	Tanjore District Board ..	3′ 3⅜″	2-4-94	130·98	..	..	130·98	130·98	16·92	0·51	148·41
	Tinnevelly-Tiruchendur ..	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	2·35	..	40·53
	Travancore (British Section)	3′ 3⅜″	1-6-02	50·41	..	..	50·41	146·37	19·12	..	165·49
	Travancore (Indian State Section)	3′ 3⅜″	1-6-04	95·96	..	..	95·96				
	Morappur-Hosur ..	2′ 6″	18-1-06	73·30	..	..	73·30	73·30	4·40	..	77·70
	Tirupattur-Krishnagiri ..	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·51	..	27·89
	Total—14 .	..	..	1,876·19	..	..	1,876·19	1,876·19	339·44	18·30	2,233·93
..	Central Indian Coal-fields ..	5′ 6″	..	..	..	..	..	..	..	..	..
	Total Class I ..	..	..	31,303·07	3,268·69	124·06	34,695·82	38,310·16	8,485·20	956·68	47,752·04

Statement for 1925-26—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1925-26.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1926.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State Line.	
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..	District Board line.	
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..	District Board line.	
..	..	..	..	..	..		
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	..	..	55·19	..	318·24		
..	..	Semra to Hutar ..	136·48	Daltongunj to Barka Khana.	113·52	State line.	
				Anuppur to Semra ..	50·00		
					163·52		
..	314·13	..	501·89	..	1,736·78	..	

8.—*Mileage Statement for 1925-26*—contd.

Class II Railways.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1926.	Track Mileage open on 31st March 1926.			Classification.	Remarks.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
	Class II Railways.								
1	Barsi Light	2′ 6″	1-3-97	117·65	117·65	15·04	132·69	Line subsidized by the Government of India.*	*Receives land only from Government.
2	Bengal Dooars	3′ 3⅜″	15-1-93	35·23	35·23	5·58	40·81	Line subsidized by District Board.	
	Bengal Dooars Extensions	3′ 3⅜″	20-4-00	121·46	121·46	15·88	137·34	Line subsidized by the Government of India.*	
	Total—2 ..	..	...	156·69	156·69	21·46	178·15		
3	Bhavnagar State	3′ 3⅜″	20-12-80	283·99	283·99	41·94	325·93	Indian State Lines.	
4	Bikaner State	3′ 3⅜″	9-12-91	603·89	603·89	49·78	653·67		
5	Darjeeling-Himalayan	2′ 0″	23-8-80	51·00†	51·07	10·56	61·63	Line subsidized by Local Government.	†Of this 0·07 mile is double line.
	Darjeeling-Himalayan Extensions.	2′ 0″	16-3-14	95·44	95·44	4·15	99·59	Branch line under rebate terms.	
	Total—5 ..	..	..	146·44	146·51	14·71	161·22		
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	86·02	86·02	29·46	115·48	Line subsidized by Local Government.	
	Ledo and Tikak Margherita	3′ 3⅜″	17-2-84	5·50	5·50	16·54	22·04	Unassisted Company's line.	
	Total—6 ..	..	..	91·52	91·52	46·00	137·52		
7	Gaekwar's Baroda State ..	2′ 6″	8-4-73	316·36	316·36	49·22	365·58	Indian State lines.	
	Bodeli Chhota Udaipur ..	2′ 6″	1-12-17	22·67	22·67	1·61	24·28		
	Total—7 ..	..	..	339·03	339·03	50·83	389·86		
8	Gondal	3′ 3⅜″	19-1-81	106·24	106·24	12·32	118·56		
	Jetalsar-Rajkot.. ..	3′ 3⅜″	12-4-93	46·21	46·21	5·12	51·33		
	Khijadiya-Dhari ..	3′ 3⅜″	1-3-13	37·22	37·22	4·52	41·74		
	Total—8 ..	..	..	189·67	189·67	21·96	211·63		
9	Gwalior Light**	2′ 0″	2-12-99	253·67	253·67	19·91	273·58		
10	Howrah-Amta Light** ..	2′ 0″	1-7-97	43·87	43·87	6·26	50·13	Line subsidized by District Board.	‡Includes 3·93 miles, Jamnagar to Bedi Bunder, worked for goods traffic only.
11	Jamnagar and Dwarka** ..	3′ 3⅜″	7-11-22	65·92	65·92	3·65	69·57	Branch line under guarantee and rebate terms.	
	Rajkot-Jamnagar ..	3′ 3⅜″	8-4-97	‡54·22	54·22	5·24	59·46	Indian state lines.	
	Okhamandal	3′ 3⅜″	15-11-22	37·03	37·03	3·56	40·59		§Includes 0·73 mile of Dungarpur quarry line and 0·30 miles Veraval Dock Estate worked for goods traffic only.
	Total—11 ..	..	..	157·17	157·17	12·45	169·62		
12	Junagad State	3′ 3⅜″	1-9-88	148·10§	148·10	15·89	163·99		
13	Morvi	3′ 3⅜″‖	4-3-05	89·77	89·77	11·11	100·88		‖Includes the 2′ 6″ gauge section converted to 3′ 3⅜″ gauge
14	Mysore	3′ 3⅜″	1-12-99	263·10	263·10	31·30	294·40		
15	Shahdara (Delhi)-Saharanpur Light.**	2′ 6″	7-5-07	92·50	92·50	8·62	101·12	Line subsidized by the Government of India.¶	¶Receives land only from Government.
	Total Class II ..	..	..	2,977·06	2,977·13	367·26	3,344·39		

**Shown under class III in the Report by the Railway Board on Indian Railways for 1924-25.

8.—*Milage Statement for 1925-26*—contd.

Class II Railways.

Route mileage opened during the year 1925-26.			Route mileage authorised, but not open for traffic, on 31st March 1926.					
			Sanctioned but not commenced.			Under construction.		
Section.	Gauge.	Miles.	Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
						Barsi Light—		
						Pandharpur to Miraj.	2′ 6″	84·32
						Bikaner State—		
						Sriganganagar to Kesrisinghpnr.	3′ 3⅜″	15·26
Bikaner State—			*Bikaner State—*					
Suratgarh to Raisingh Nagar.	3′ 3⅜″	35·23	Hanumangarh to Sisla ..	3′ 3⅜″	120·00			
			Kesrisinghpur to Raisingh Nagar.	3′ 3⅜″	36·00			
Gwalior Light—								
						Gaekwar's Baroda State—		
Gwalior Kampoo ..	2′ 0″	2·23						
			Jetsar to Anupgarh ..	3′ 3⅜″	32·00	Kalamba to Jheria.	2′ 6″	2·44
						Gwalior Light City Extension.	2′ 0″	2·75
					188·00			
			Gaekwar's Baroda State—			*Junagad State—*		
			Mahuva to Anaval ..	2′ 6″	17·91	Prachi Road to Jamwala.	3′ 3⅜″	7·50
			Zankhvav to Bardipada	2′ 6″	22·57			
						Morvi—		
			Navsari to Kamrej ..	2′ 6″	26·25	Thaw Chotelea	3′ 3⅜″	12·56
					66·73			
						Mysore—		
			Gondal—			Nanjangud to Chamaryangarh.	3′ 3⅜″	27·12
			Sidsar to Patan	3′ 3⅜″	7·85			
			Junagad State—					
			Jamwala to Una ..	3′ 3⅜″	22·08			
			Jamnagar and Dwarka—					
			Khambalia to Saliya ..	3′ 3⅜″	8·96			
			Mysore—					
			Shimoga to Arasalu ..	3′ 3⅜″	26·80			
Total Class II		37·46	....	..	320·42	....	....	151·95

8.—*Mileage Statement for 1925-26*—concld.

CLASS III RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1926.	TRACK MILEAGE OPEN ON 31ST MARCH 1926.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
	CLASS III—RAILWAYS.								
1	Aden	3′ 3½″	1-1-16	28·75	28·75	4·43	33·18	State Line.	
2	Ahmadpur-Katwa ..	2′ 6″	30-5-17	32·26	32·26	2·35	34·61	Branch Lines under guarantee terms.	
3	Arakan Light	2′ 6″	15-2-19	18·13	18·13	0·03	18·16		
4	Arrah-Sasaram	2′ 6″	6-3-11	65·16	65·16	5·00	70·16	Line subsidized by District Board.	
5	Bangalore-Chik Ballapur Light.	2′ 6″	15-9-14	38·69	38·69	*	38·69	Line guaranteed by Indian State.	* Included with Kolar District Ry.
6	Bankura-Damoodar River ..	2′ 6″	15-12-16	59·95	59·95	4·61	64·56	Branch line under guarantee terms.	
7	Baraset-Basirhat Light ..	2′ 6″	1-2-05	52·24	52·24	4·56	56·80	Line subsidized by District Board.	
8	Bengal-Provincial ..	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.	
	Dasghara-Jamalpurgunj ..	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.	
	Total—8 ..	..	..	41·58	41·58	3·08	44·66		
9	Bukhtiarpur-Bihar Light ..	2′ 6″	1-7-03	33·00	33·00	3 32	36·32	Line subsidized by District Board.	
10	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·47	3·12	35·59	Branch line under guarantee terms.	
11	Cutch State	2′ 6″	18-5-05	36·78	36·78	2·70	39·48	Indian State line.	
12	Dehri-Rohtas Light ..	2′ 6″	6-2-11	23·83	23·83	5·30	29·13	Line subsidized by the Government of India.	
13	Dholpur-Bari	2′ 6″	24-2-08	36·38	36·38	4·67	41·05	Indian State lines.	† Although for convenience classed as an Indian State railway this line is the property of Govt.
	Mohari-Baraulit ..	2′ 6″	10-2-17	15·25	15·25	0·79	16·04		
	Total—13 ..	..	..	51·63	51·63	5·46	57·09		
14	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.	
15	Howrah-Sheakhala Light ..	2′ 0″	2-8-97	19·75	19·75	1·29	21·04	Line Subsidized by District Board.	
16	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Coy.'s line.	
17	Jessore-Jhenidah ..	2′ 6″	1-10-13	36·75	36·75	1·76	38·51	Line subsidized by District Board.	
18	Jorhat (Provincial) ..	2′ 0″	13-9-83	32·50	32·50	..	32·50	State line.	
19	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·25	5·03	31·28	Branch line under guarantee terms.	

8.—*Mileage Statement for 1925-26*—concld.

CLASS III RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1926.	TRACK MILEAGE OPEN ON 31ST MARCH 1926.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
	CLASS III—RAILWAYS.								
20	Kolar District	2′ 6″	15-12-13	63·51	63·51	4·40	67·91	Indian State line.	
21	Kulasekarapatnam Light ..	2′ 0″	18-7-15	25·25	25·25	..	25·25	Unassisted Coy.'s line.	
22	Porbandar State	3′ 3½″	1-10-89	§41·29	§41·29	8·57	49·86	Indian State line.	§Includes 1·55 miles of Porbander Dock Estate line and 3·70 miles of Ranawao quarry line worked for goods traffic only.
23	Tarikere-Narasimharajapura	2′ 0″	15-1-15	26·75	26·75	2·50	29·25	Indian State line.	
24	Terpore-Balipara Light ..	2′ 6″	9-8-94	20·10	20·10	1·11	21·21	Subsidized by District Board.	
25	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·20	2·57	Unassisted Coy.'s line.	
26	Udaipur-Chitorgarh ..	3′ 3½″	1-8-95	67·30	67·30	5·08	72·38	Indian State line.	
	Total Class III ..	..	..	906·60	906·60	76·10	982·70		

ROUTE MILEAGE OPENED DURING THE FINANCIAL YEAR 1925-26.			ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1926.					
			SANCTIONED BUT NOT COMMENCED.			UNDER CONSTRUCTION.		
Section.	Gauge.	Miles.	Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
			Singri-Orang Light—			*Cutch State—*		
			Singri to Orang	2′ 6″	14·79	Anjar to Bachan	2′ 6″	23·75
	..	..	*Tirupati-Tiruchanur Light—*			*Delhri Rohtas Light—*		
			Tirupati to Tiruchanur ..	2′ 0″	3·00	Akbarpore Extension.	2′ 6″	1·68
						Dholpur-Bari—		
						Dholpur to Rajakhera.	2′ 6″	22·34
Total Class III ..	..	..	..	..	17·79	....	..	47·77

9.—*Description of Class I Railways worked during the year 1925-26.*

Railway.	Mean mileage worked.	Number of Stations.	Total length of gradients (in miles.)					Steepest gradient worked.		Maximum degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile. (Degrees).
			1/50 and less.	1/51 to 1/80	1/81 to 1/100	1/101 to 1/200	1/201 to 1/300	Length.	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ Gauge.													
Bengal-Nagpur	2,029·0	365	*Nil*	8·11	170·6	712·9	171·1	2·30	1 in 60	5·75	1,000	15·9	14·2
Bombay, Baroda and Central India.	1,324·3	239	*Nil*	1·35	0·53	262·8	95·8	0·88	1 in 80	6·00	955	13·8	10·3
Eastern Bengal	673·8	193	*Nil*	*Nil*	0·64	0·34	10·3	0·64	1 in 100	6·00	955	13·7	11·2
East Indian	3,822·6	749	0·06	22·2	60·1	220·3	102·7	0·15	1 in 50	8·00	712	14·6	8·78
Great Indian Peninsula	3,390·9	562	19·7	8·74	74·9	863·9	350·8	0·16	1 in 34	6·20	924	27·0	16·7
Madras and Southern Mahratta	1,078·7	221	*Nil*	13·3	34·1	174·0	92·9	0·80	1 in 60	7·00	818	24·3	11·0
Nizam's Guaranteed State	412·5	61	*Nil*	*Nil*	79·2	144·5	18·5	2·52	1 in 100	5·73	1,000	8·00	15·8
North-Western	5,675·9	905	102·7	118·5	242·1	270·0	211·8	6·54	1 in 25	12·6	455	12·4	13·6
South Indian	581·8	89	*Nil*	8·12	28·5	113·0	46·8	1·57	1 in 62	8·19	700	39·3	21·2
Total	18,989·5	3,384	122·5	180·3	690·7	2,761·7	1,100·7	..	..	..	..	..	..
3′ 3⅜″ Gauge.													
Assam-Bengal	1,072·3	229	10·2	47·8	37·0	127·7	31·9	10·1	1 in 37	15·0	382	16·5	35·0
Bengal and North-Western	2,152·9	381	0·11	1·52	3·73	8·70	8·73	0·11	1 in 50	8·73	656	10·2	7·99
Bombay, Baroda and Central India.	2,453·5	386	3·40	0·48	19·4	394·5	236·6	3·40	1 in 40	8·00	716	9·55	10·0
Burma	1,798·5	378	100·5	46·5	71·9	186·8	156·5	23·8	1 in 25	17·0	337	15·3	37·1
Eastern Bengal	987·6	187	0·34	0·52	2·92	43·2	40·1	0·34	1 in 50	14·3	400	9·47	10·9
East Indian	65·7	21	*Nil*	*Nil*	*Nil*	0·65	2·80	0·65	1 in 200	7·01	748	14·7	11·6
Jodhpur	841·6	126	*Nil*	*Nil*	*Nil*	169·1	65·7	1·17	1 in 130	8·00	716	8·92	11·8
Madras and Southern Mahratta	1,969·4	305	16·3	44·3	651·7	323·4	137·6	2·00	1 in 40	10·5	545	19·2	33·2
Nizam's Guaranteed State	572·5	101	*Nil*	*Nil*	*Nil*	323·8	22·2	5·50	1 in 133	4·00	1,432	13·8	15·4
Rohilkund and Kumaon	560·3	100	*Nil*	4·85	8·44	13·9	23·6	3·31	1 in 70	12·0	479	8·70	8·22
South Indian	1,327·7	345	23·6	44·8	48·9	197·6	87·1	7·74	1 in 50	11·5	500	19·9	18·2
Total	13,802·0	2,559	154·4	190·8	844·0	1,789·3	812·8	..	..	..	..	..	..
2′ 6″ and 2′ 0″ Gauges.													
Bengal-Nagpur	894·5	136	0·51	44·2	152·4	194·1	48·7	0·51	1 in 50	14·0	409	18·8	39·1
Bombay, Baroda and Central India.	154·3	43	*Nil*	*Nil*	19·5	30·2	10·2	1·99	1 in 100	9·55	600	16·0	30·7
Burma	16·0	4	*Nil*	*Nil*	0·57	*Nil*	*Nil*	0·57	1 in 100	*	*	*	*
Eastern Bengal	46·6	17	*Nil*	*Nil*	*Nil*	0·23	0·33	0·23	1 in 200	11·4	500	24·0	48·6
Great Indian Peninsula	†201·5	37	0·76	1·24	50·8	48·9	14·2	0·76	1 in 25	12·0	478	19·2	42·2
Jodhpur	25·3	4	*Nil*	*Nil*	0·66	2·75	3·33	0·68	1 in 100	12·0	478	5·95	16·4
North Western	‡459·3	70	57·7	16·9	74·2	61·6	21·1	0·06	1 in 15	52·1	110	17·7	143·9
South Indian	98·7	15	*Nil*	32·6	9·81	19·7	2·40	2·96	1 in 66	6·00	955	30·2	62·2
Total	1,896·2	326	59·0	94·9	307·9	357·5	100·3	..	..	..	..	..	..

* Not available.

† Excludes 12·6 miles of the Matheran Light Railway, for which other particulars are not available.

‡ Excludes 43 miles of the Decanville Railway, for which other particulars are not available.

10.—*Statement of Equipment of Class I Railways on the 31st March 1926.*

A.—Locomotives and Rail Motors.

Railway.	Locomotives.				Rail motors.		Steam coaches.	
	Tender.	Tank.	Total.	Total tractive effort. lbs.	No.	Seats.	No.	Seats.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	647	84	731	17,745,548	..	..	..	..
Bombay, Baroda and Central India	381	66	447	9,505,435	..	..	..	..
Eastern Bengal	249	70	319	5,949,431	..	..	..	..
East Indian	1,346	348	1,694	32,859,005	..	..	..	..
Great Indian Peninsula — Steam	1,078	216	1,294	29,510,975	36	108	1	50
Great Indian Peninsula — Electric	..	..	*13	..	..	..	..	..
Madras and Southern Mahratta	263	44	307	6,543,493	2	168	..	..
Nizam's Guaranteed State	75	4	79	1,559,968	..	..	..	..
North Western	1,417	89	1,506	31,985,190	..	..	1	89
South Indian	139	10	149	2,865,013	..	..	..	..
Total — Steam	5,595	931	6,526	138,524,058	38	276	2	139
Total — Electric	..	..	*13	..	..	..	..	..
3′ 3⅜″ GAUGE.								
Assam-Bengal	150	15	165	2,060,739	..	..	..	..
Bengal and North-Western	343	10	353	3,860,886	..	..	..	..
Bombay, Baroda and Central India	467	54	521	5,743,226	..	..	..	..
Burma	321	53	374	5,187,123	..	..	..	..
Eastern Bengal	231	4	235	3,231,604	..	..	..	..
Jodhpur	96	3	99	1,164,138	3	7	..	..
Madras and Southern Mahratta	342	18	360	4,853,462	..	..	..	..
Nizam's Guaranteed State	70	12	82	1,120,784	..	..	..	..
Rohilkund and Kumaon	71	4	75	870,820	..	..	..	..
South Indian	322	82	404	4,862,299	3	220	..	..
Total	2,413	255	2,668	32,955,081	6	227	..	..
2′ 6″ GAUGE.			Number					
Bengal-Nagpur	..	..	133	1,788,569	..	..	..	..
Bombay, Baroda and Central India	..	..	19	157,484	..	..	..	..
Eastern Bengal	..	..	10	44,862	..	..	..	..
Great Indian Peninsula	..	..	15	197,720	..	..	..	..
North Western	..	..	99	1,247,391	13	83	..	..
South Indian	..	..	11	138,009	..	..	..	..
Total	..	..	287	3,574,035	13	83	..	..
2′ 0″ GAUGE.								
Bengal-Nagpur	..	..	17	65,501	..	..	..	..
Jodhpur	..	..	2	7,159	..	..	..	..
Total	..	..	19	72,660	..	..	..	..

*Motor coach composites.

10.—Statement of Equipment of Class I Railways on the 31st March 1926—contd.

B.—Coaching Stock.

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	363	56	193	2,490	33,250	301	276	414	1,236	11,484
Bombay, Baroda and Central India	405	98	1,881	..	43,152	57	32	576	..	2,112
Eastern Bengal	205	130	93	798	22,666	71	44	72	371	1,532
East Indian	849	888	1,296	5,272	81,195	925	976	1,670	2,729	39,290
Great Indian Peninsula — Ordinary	546	1,092	1,357	64	50,891	571	554	2,496	..	20,003
Great Indian Peninsula — Electric	*26	..	..	..	3,120	..	..	..	..	..
Madras and Southern Mahratta	167	38	216	..	18,193	283	80	346	108	13,951
Nizam's Guaranteed State	35	..	..	..	4,618	37	60	265	..	1,204
North Western	798	240	389	2,568	85,784	492	266	540	2,278	19,687
South Indian	95	..	104	..	8,654	53	44	46	..	2,748
Total — Ordinary	3,463	2,542	5,529	11,192	348,403	2,790	2,332	6,425	6,722	112,011
Total — Electric	*26	..	..	..	3,120	..	..	..	..	..
3′ 3½″ GAUGE.										
Assam-Bengal	210	..	..	..	14,825	..	..	..	..	..
Bengal and North-Western	344	..	..	176	31,196	665	312	576	1,352	23,552
Bombay, Baroda and Central India	677	48	80	328	50,818	420	360	588	213	9,639
Burma	325	36	—	..	22,467	239	172	218	..	7,545
Eastern Bengal	273	228	—	472	18,244	156	192	24	428	3,244
Jodhpur	56	12	—	198	4,202	57	48	84	437	840
Madras and Southern Mahratta	286	128	243	..	17,754	251	176	312	..	6,082
Nizam's Guaranteed State	41	..	..	..	3,953	62	108	240	..	2,021
Rohilkund and Kumaon	73	..	..	..	6,776	115	96	78	82	3,632
South Indian	685	531	477	—	42,240	189	36	288	..	5,383
Total	2,970	983	800	1,174	212,475	2,154	1,500	2,408	2,512	61,928

* Includes 13 driving trailers.

10.—*Statement of Equipment of Class I Railways on the 31st March 1926*—contd.

B.—Coaching Stock—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	71	819	1,056	498	1,037	57	282	452	154	296
Bombay, Baroda and Central India	114	1,839	2,821	150	1,494	26	158	394	..	..
Eastern Bengal	150	1,409	2,130	5,156	5,319	28	220	288	116	134
East Indian	455	2,718	5,183	11,337	15,004	150	661	963	1,212	1,606
Great Indian Peninsula — Ordinary	232	2,511	5,560	1,088	4,529	48	282	556	..	10
Great Indian Peninsula — Electric	13	195	546	..	†1,794	..	..	..	..	..
Madras and Southern Mahratta	99	438	1,392	1,045	2,381	56	232	393	119	203
Nizam's Guaranteed State	15	180	572	..	36	10	60	130	..	..
North Western	625	4,244	5,921	11,658	27,548	100	522	636	485	895
South Indian	49	511	1,170	..	1,136	7	44	66	..	..
Total — Ordinary	1,810	14,669	25,805	30,932	58,484	482	2,461	3,878	2,086	3,144
Total — Electric	13	195	546	..	†1,794	..	..	..	..	..
3′ 3⅜″ GAUGE.										
Assam-Bengal	134	1,122	1,006	876	1,894	..	..	..	..	..
Bengal and North-Western	56	342	504	920	920	97	384	393	460	964
Bombay, Baroda and Central India	119	1,050	1,203	..	1,292	38	210	210	34	45
Burma	119*	907	1,774	..	1,549	29	174	232	..	..
Eastern Bengal	123	797	723	1,478	2,134	69	246	246	258	328
Jodhpur	24	114	208	196	585	15	78	90	16	..
Madras and Southern Mahratta	70	268	576	200	1,390	40	160	240	..	..
Nizam's Guaranteed State	12	108	255	..	196	10	63	138	..	..
Rohilkund and Kumaon	19	147	216	72	148	21	73	75	214	322
South Indian	135	1,018	1,552	135	1,748	37	222	296	..	..
Total	811	5,873	8,017	3,877	11,856	356	1,610	1,920	982	1,669

* Includes 3 motor cars now running as ordinary 2nd and 3rd class carriages.

† Includes 1,248 seats in the 13 motor coaches shown in column 4 of Statement 10-A (Locomotives).

10.—Statement of Equipment of Class I Railways on the 31st March 1926—contd.

B.—Coaching Stock—contd.

Railway.	Composite passenger carriages with brake van or mail accommodation.										Brake vans, luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).	
	Bogies.					*Four-wheelers.*						
	No.	Seats by classes.				No.	Seats by classes.				Bogies.	Four-wheelers.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	No.	No.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal-Nagpur	82	..	..	276	3,967	72	..	..	78	2,284	9	32
Bombay, Baroda and Central India	101	..	..	..	8,457	11	..	..	..	384	25	45
Eastern Bengal	126	..	..	1,485	9,708	21	..	..	176	247	2	38
East Indian	332	62	10	552	21,360	48	..	..	..	1,873	4	302
Great Indian Peninsula — Ordinary	189	6	96	103	10,686	97	..	320	..	2,890	26	170
Great Indian Peninsula — Electric	..	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	79	..	..	..	4,119	71	..	..	..	2,124	..	..
Nizam's Guaranteed State	12	..	..	..	516	2	..	..	..	72	..	9
North Western	287	12	15	..	16,822	5	..	..	..	162	15	300
South Indian	55	72	144	..	2,837	19	..	..	..	874	3	..
Total — Ordinary	1,263	152	265	2,416	78,472	346	..	320	254	10,910	84	896
Total — Electric	..	..	..	..	..	..	..	..	..	..	..	..
3′ 3¾″ GAUGE.												
Assam-Bengal	62	..	..	544	1,162	63	..	..	252	..	3	2
Bengal and North-Western	28	..	..	..	1,348	21	..	..	..	564	..	..
Bombay, Baroda and Central India	136	..	..	138	6,336	40	..	..	..	864	17	109
Burma	147	100	48	..	6,315	43	..	..	..	876	..	..
Eastern Bengal	90	..	..	240	3,509	6	..	..	..	96	7	46
Jodhpur	28	..	..	..	1,629	4	..	..	..	88	4	1
Madras and Southern Mahratta	99	..	..	22	3,554	288	..	..	..	2,333	..	..
Nizam's Guaranteed State	20	24	96	..	498	5	..	..	..	168	..	15
Rohilkund and Kumaon	19	..	..	129	870	3	..	..	16	56	7	30
South Indian	274	20*	58	..	13,200	13	..	..	..	194	12	46
Total	903	144	202	1,073	38 421	486	..	..	268	5,239	50	249

*Includes 12 dining seats

10.—Statement of Equipment of Class I Railways on the 31st March 1926—contd.

B.—Coaching Stock—*contd.*

Railway.	Military cars.		Dining cars.		Saloons, Royal and State.		Reserved carriages (for use of the public).	
	No.	Seats.	No.	Seats.	Bogies.	Four-wheelers.	Bogies.	Four-wheelers.
					No.	No.	No.	No.
1	2	3	4	5	6	7	8	9
5′ 6″ gauge.								
Bengal-Nagpur	..	..	12	322	1	..	6	..
Bombay, Baroda and Central India	..	..	*8	†224	‡2	..	5	19
Eastern Bengal	..	..	2	72	2	..	4	3
East Indian	..	..	17	450	17	..	12	..
Great Indian Peninsula — Ordinary	18	1,980	28	1,211	3	..	..	6
Great Indian Peninsula — Electric	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	4	90	2	1	3	2
Nizam's Guaranteed State	..	..	..	..	11	5	4	3
North Western	18	1,188	23	572	17	..	13	..
South Indian	..	..	1	11	1	..	..	..
Total — Ordinary	36	3,168	95	2,952	56	6	47	33
Total — Electric	..	..	..	..	..	..	..	..
3′ 3⅜″ gauge.								
Assam-Bengal	..	..	1	22	1	2	..	..
Bengal and North-Western	..	..	3	36	1	2	..	8
Bombay, Baroda and Central India	..	..	6	93	§10	§2	8	..
Burma	..	..	2	25	3	..	3	..
Eastern Bengal	..	..	1	18	2	..	..	1
Jodhpur	..	..	3	57	2	..	..	..
Madras and Southern Mahratta	..	..	8	64	2	..	..	11
Nizam's Guaranteed State	..	..	..	..	4	1	..	1
Rohilkund and Kumaon	..	..	1	24	..	..	..	5
South Indian	..	..	6	108	4	..	3	..
Total	..	..	31	447	29	7	15	26

* Includes one bogie dining car for H. E. the Governor of Bombay built from other than Railway Funds.
† Excludes the seating capacity of the dining car referred to in * above.
‡ Bogie Saloons built from other than Railway Funds.
§ Includes 5 bogies and one 4-wheeled saloon built from Government Funds.

10.—Statement of Equipment of Class I Railways on the 31st March 1926—contd.

B.—Coaching Stock—*contd.*

Railway.	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.	Luggage vans.	Miscellaneous (excluding departmental).	Total coaching vehicles.	Departmental (including officers' carriages).
1	2	3	4	5	6	7	8
5' 6" GUAGE.							
Bengal-Nagpur	..	55	42	29	5	1,137	78
Bombay, Baroda and Central India	..	41	28	121	*12	1,020	17
Eastern Bengal	..	27	32	66	103	880	44
East Indian	16	121	180	109	25	3,562	285
Great Indian Peninsula — Ordinary	..	116	122	292	54	2,518	113
Great Indian Peninsula — Electric	..	..	..	..	..	39	..
Madras and Southern Mahratta	4	36	27	101	1	936	67
Nizam's Guaranteed State	1	10	15	..	10	179	10
North Western	..	*88	192	212	269	†3,454	193
South Indian	4	23	18	21	..	349	20
Total — Ordinary	25	517	656	951	479	14,035	827
Total — Electric	..	..	..	..	..	39	..
3' 3½" GAUGE.							
Assam-Bengal	..	18	16	14	3	529	64
Bengal and North-Western	..	5	30	..	2	1,262	15
Bombay, Baroda and Central India	..	46	80	29	6	1,743	40
Burma	..	26	37	47	39	1,109	54
Eastern Bengal	1	15	32	99	55	977	76
Jodhpur	..	3	3	4	7	216	13
Madras and Southern Mahratta	..	32	42	31	14	1,174	46
Nizam's Guaranteed State	..	4	12	..	2	189	24
Rohilkund and Kumaon	..	3	12	..	3	311	4
South Indian	..	28	20	13	43	1,508	69
Total	1	180	289	237	224	9,018	405

* Includes ten postal vans built from other than Railway Funds.
† Excludes vehicle condemned but not replaced.

10.—*Statement of Equipment of Class I Railways on the 31st March 1926*—contd.

B.—Coaching Stock—concld.

Railway.	PASSENGER VEHICLES.					Other coaching vehicles including brake vans.	Total.	Departmental (including officers' carriages).	Remarks.
	No.	Seats by classes.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2′ 6″ GAUGE.									
Bengal-Nagpur	389	471	532	1,014	12,248	19	408	18	
Bombay, Baroda and Central India.	57	...	158	...	2,850	..	57	..	
Eastern Bengal	67	70	36	159	1,215	..	67	3	
Great Indian Peninsula	44	54	45	...	1,818	2	46	1	
North Western	249	393	563	528	6,794	33	282	12	
South Indian	34	40	..	..	780	..	34	1	
TOTAL	840	1,028	1,334	1,701	25,705	54	894	35	
2′ 0″ GAUGE.									
Bengal-Nagpur	..	..	..	..	..	1	1	...	
Jodhpur	5	6	6	..	110	...	5	..	
TOTAL	5	6	6	..	110	1	6	..	

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL AERONAUTICAL

10.—*Statement of Equipment of Class I*

C.—Goods

Railway.	Covered wagons.					Open wagons (low-sided).					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ gauge.												
Bengal-Nagpur .	3,712	3,869	..	..	144,312	245	..	...	..	3,675	1,356	11,324
Bombay, Baroda & Central India.	1,359	4,332	..	..	117,048	11	34	51	160	8,732	841	1,898
Eastern Bengal .	3,214	3,766	..	2	120,023	482	407	..	..	15,795	101	160
East Indian .	2,760	32,348	..	..	663,209	3,148	*150	...	..	*49,835	2,485	10,893
Great Indian Peninsula.	3,072	6,423	..	1,061	227,183	24	..	..	..	360	3,507	1,848
Madras & Southern Mahratta.	939	3,143	..	..	83,072	158	..	..	..	2,259	279	886
Nizam's Guaranteed State.	..	633	..	..	13,109	..	..	..	..	..	..	1,282
North Western .	318	23,171	308	..	525,879	910	816	93	..	33,616	201	2,300
South Indian	270	819	..	..	21,695	..	..	..	..	..	141	340
Total .	15,644	78,495	308	1,063	1,915,530	4,978	1,407	144	160	114,272	8,911	30,931

Railway.	Covered wagons.					Open wagons (low-sided).					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons	10 tons and under	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3½″ gauge.												
Assam-Bengal .	679	3,482	100	..	45,811	..	..	..	..	..	151	..
Bengal & North-Western.	4,269	4,429	1,138	..	111,569	493	196	28	..	7,185	..	..
Bombay, Baroda & Central India.	758	4,798	474	95	74,675	..	326	544	..	13,192	235	132
Burma . .	565	5,457	97	67	69,623	1,245	307	..	164	16,179	..	1
Eastern Bengal .	1,525	860	710	737	52,438	567	116	..	2	5,396	..	4
Jodhpur . .	..	1,531	376	4	19,780	..	87	..	223	4,976	..	25
Madras & Southern Mahratta.	2,309	2,903	127	..	51,543	97	..	..	..	748	..	505
Nizam's Guaranteed State.	..	740	..	..	8,916	..	..	..	..	..	..	281
Rohilkund & Kumaon.	764	516	875	..	28,903	79	150	..	..	2,317	..	..
South Indian .	1,358	..	1,456	45	40,934	..	20	..	13	566	549	..
Total ..	12,227	24,716	5,353	948	504,192	2,481	1,202	572	402	51,559	936	948

* Includes 150 Broad Gauge coal wagons belonging to B. & N. W. Ry., kept for use on the E. I. Ry. The total capa-

† Excludes vehicles condemned but not yet replaced.

Railways on the 31st March 1926—contd.

Stock.

WAGONS (HIGH-SIDED).			SPECIAL WAGONS.										
					Timber or rail wagons.								
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	24 tons and under.	Over 24 tons.	Tank Wagons.	Miscellaneous Wagons.	Travelling Cranes and their dummy trucks.	Brake vans used indiscriminately on passenger, mixed or goods service.	Total goods vehicles.	Railway service vehicles (including inspection trollies).	Road Motors.
14	15	16	17	18	19	20	21	22	23	24	25	26	27
..	961	315,030	46	10	362	550	146	57	60	595	23,284	126	2
7	..	55,218	1,227	14	2	..	105	185	19	271	10,516	625	10
2	..	4,838	..	5	65	12	83	110	13	136	8,558	153	7
10	..	245,764	45	39	147	285	250	542	63	1,156	54,321	1,281	17
..	221	102,670	3,142	30	331	68	178	15	89	900	20,909	818	17
10	..	22,783	8	24	103	9	85	6	29	273	5,952	239	1
.	..	26,543		..	18	..	..	..	4	43	1,980	113	1
..	69	52,090	..	79	152	233	373	15	89	506	†29,633	429	7
.	..	9,646	..	13	196	12	7	..	5	76	1,879	207	..
29	1,251	834,582	4,468	214	1,376	1,169	1,227	930	371	3,956	157,032	3,991	62

WAGONS (HIGH-SIDED).			SPECIAL WAGONS.										
					Timber or rail wagons.								
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	15 tons and under.	Over 15 tons.	Tank Wagons.	Miscellaneous Wagons.	Travelling Cranes and their dummy trucks.	Brake vans used indiscriminately on passenger, mixed or goods service.	Total goods vehicles.	Railway service vehicles (including inspection trollies).	Road Motors.
14	15	16	17	18	19	20	21	22	23	24	25	26	27
44	..	2,376	20	3	..	144	35	..	18	11	4,687	634	2
..	..	..	..	..	267	80	16	22	23	279	11,240	..	..
482	14	12,655	1,075	30	20	50	25	100	47	192	9,397	577	..
..	4	99	677	9	280	361	56	16	90	213	9,609	110	..
2	4	167	..	2	215	127	26	9	6	69	4,981	207	..
35	..	661	..	3	..	..	11	..	2	63	2,366	66	..
78	..	7,137	127	13	177	6	50	732	25	188	7 337	245	..
.	2	3,463	..	..	20	..	2	..	6	38	1,089	128	..
30	..	540	..	2	100	10	..	7	12	53	2,598	.	.
95	173	9,392	..	9	63	55	87	3	15	196	4,137	967	..
766	197	36,490	1,899	71	1,142	833	308	889	244	1,302	57,435	2,934	2

city of these wagons is 2,850.

10.—*Statement of Equipment of Class I Railways on the 31st March 1926*—concld.

C.—Goods Stock—*concld.*

Railway.	Goods vehicles. Number.	Goods vehicles. Total capacity in tons.	Railway service vehicles.	Remarks.
1	2	3	4	5
2′ 6″ gauge.				
Bengal-Nagpur	1,823	28,287	32	
Bombay, Baroda and Central India	258	2,618	..	
Eastern Bengal	95	445	..	
Great Indian Peninsula	153	2,358	29	
North Western	697	8,501	61	
South Indian	78	765	1†	† Motor Inspection trolly.
Total ..	3,104	42,974	123	
2′ 0″ gauge.				
Bengal-Nagpur	520	1,352	..	
Jodhpur	8	45	2	
Total	528	1,397	2	

11.—*Statement of net additions to or reductions of equipment of Class I Railways during the year 1925-26.*

Railway	Locomotives.		Coaching vehicles (excluding vehicles used exclusively on railway service).						Goods vehicles (excluding vehicles used exclusively on railway service).				
			Passenger carriages.						Covered wagons.		Open wagons.		
				Seats.									
	No.	Tractive effort (in lbs.).	No.	1st	2nd.	Inter.	3rd.	Other coaching vehicles including brake vans.	No.	Capacity (in tons).	No.	Capacity (in tons).	Other wagons including brake vans.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ gauge.													
Bengal-Nagpur	47	1,371,723	21	78	169	144	880	4	..	2,977	614	22,968	66
Bombay, Baroda and Central India.	..	..	10	54	109	..	567	..	536	11,792	—98	—1,598	36
Eastern Bengal	24	601,423	—3	112	116	386	2,910	1	—50	—4,314	—1	—186	—7
East Indian	29	1,247,900	102	302	629	1,577	9,960	7	593	11,043	1,194	32,555	—137
Great Indian Peninsula — Ordinary	—19	254,007	2	—331	—499	—5	5,921	55	1,163	30,117	243	5,458	—342
Great Indian Peninsula — Electric	*6	..	18	90	252	..	†2,268	..	..	..	..	..	..
Madras and Southern Mahratta.	7	169,666	—5	—5	—147	312	1,276	—3	61	3,606	—49	242	3
Nizam's Guaranteed State	—2	60,712	11	103	236	..	206	..	..	..	—2	—29	..
North Western	—101	—1,042,006	17	72	110	1,193	7,156	161	593	20,652	67	1,391	—16
South Indian	—3	—56,160	—16	—6	—23	..	—188	3	—80	—900	—5	74	..
Total — Ordinary	—18	2,099,251	139	379	700	3,607	28,688	228	2,816	74,973	1,963	60,875	—397
Total — Electric	*6	..	18	90	252	..	†2,268	..	..	..	..	..	..
3′ 3¾″ gauge.													
Assam-Bengal	..	..	8	80	70	123	48	..	—13	—116	5	10	—22
Bengal and North-Western	—1	3,428	35	15	18	68	2,644	—1	9	4,025	216	2,845	..
Bombay, Baroda and Central India.	9	61,775	3	—30	—48	—111	118	3	434	6,625	76	1,565	88
Burma	10	179,520	..	24	230	..	—328	—12	72	—605	—12	61	229
Eastern Bengal	—1	—7,140	—5	26	—8	—26	33	2	—62	680	..	—154	10
Jodhpur	—1	24,226	—4	—24	—11	—63	522	2	65	857	95	2,742	31
Madras and Southern Mahratta.	8	144,985	4	32	90	..	—1,322	12	160	1,544	319	4,420	—66
Nizam's Guaranteed State	..	..	..	—3	..	..	..	1	..	—83	..	50	..
Rohilkund and Kumaon	..	..	12	1	..	..	1,152	1	39	442	10	222	..
South Indian	—6	1,396	—55	—56	32	60	73	6	—40	—42	—45	—188	21
Total	18	408,190	—2	65	373	51	2,940	14	1,004	13,327	664	11,572	291
2′ 6″ & 2′ 0″ gauges.													
Bengal-Nagpur	2	9,754	8	45	45	..	108	1	85	1,360	97	1,518	3
Bombay, Baroda and Central India.	..	..	..	..	..	..	..	..	—2	—10	1	23	..
Eastern Bengal	..	..	..	..	..	—3	—11	..	..	1	..	..	..
Great Indian Peninsula	..	..	..	..	45	..	—60	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..	..	..	..	..	..
North Western	—1	23,695	1	6	10	13	—20	—1	..	..	..	..	..
South Indian	..	..	—1	—8	..	..	—39	..	..	..	..	..	..
Total	1	33,449	8	43	100	10	—22	..	83	1,351	98	1,541	3

*Motor coach composites. †Includes 576 seats in motor coach composites.

12.—*Statement of Passenger Revenue Statistics*

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds.)					Other traffic.
		1st.	2nd.	Inter.	3rd.	Total.	
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal-Nagpur	*1924-25*	*32,2*	*170,3*	*967,7*	*18,329,7*	*19,519,9*	*785,1*
	1925-26	32,7	170,0	1,051,8	19,136,0	20,390,5	801,7
Bombay, Baroda and Central India	*1924-25*	*357,3*	*4,544,6*	*9.0*	*56,566,1*	*61,477,0*	*2,076,2*
	1925-26	304,4	4,496,8	26,3	56,294,7	61,122,2	2,246,0
Eastern Bengal	*1924-25*	*114,4*	*422,1*	*2,380,6*	*27,458,4*	*30,375,5*	*1,216,4*
	1925-26	104,1	425,3	3,003,8	27,659,8	31,193,0	1,189,6
East Indian	*1924-25*	*82,1*	*496,3*	*3,025,7*	*48,320,4*	*51,923,5*	*3,026,1*
	1925-26	94,6	591,6	3,985,0	64,419,6	69,090,8	2,614,9
Great Indian Peninsula	*1924-25*	*120,8*	*1,467,8*	*83,6*	*52,644,5*	*54,316,7*	*2,062,7*
	1925-26	123,0	1,585,3	95,4	55,380,3	57,184,0	2,255,3
Madras and Southern Mahratta	*1924-25*	*14,9*	*136,4*	*225,7*	*21,223,6*	*21,600,6*	*1,172,3*
	1925-26	14,7	143,0	286,5	22,780,9	23,225,1	1,289,0
Nizam's Guaranteed State	*1924-25*	*7,6*	*57,0*	*Nil*	*4,291,5*	*4,356,1*	*414,7*
	1925-26	7,0	50,9	*Nil*	4,234.4	4,292,3	404,1
North Western (Commercial)	*1924-25*	*	*	*	*	*68,939,0*	*2,714,5*
	1925-26	74,9	467,6	3,455,0	73,743 4	77,740,9	2,811,5
Do. (Military)	*1924-25*	*	*	*	*	*6,642,7*	*1,649,5*
	1925-26	9,6	44,2	189,6	7,022,1	7,265,5	1,757,2
Do. (Total)	*1924-25*	*75,7*	*459,6*	*3,309,7*	*71,736,7*	*75,581,7*	*1,216,5*
	1925-26	84,5	511,8	3,644,6	80,765,5	85,006,4	1,232,0
Oudh and Rohilkhand	*1924-25*	*22,6*	*118,0*	*929,7*	*18,307,0*	*19,377,3*	*1,422,8*
	1925-26	†	†	†	†	†	†
South Indian	*1924-25*	*7,2*	*85,0*	*Nil*	*7,912,2*	*8,004,4*	*756,2*
	1925-26	8,2	77,9	*Nil*	8,423,5	8,509,6	983,5
TOTAL	*1924-25*	*834,8*	*7,976,1*	*10,931,7*	*326,790,1*	*346,532,7*	‡*14,159,0*
	1925-26	773,2	8,052,6	12,093,4	339,094,7	360,013,9	‡13,016,1
3′ 3⅜″ GAUGE							
Assam-Bengal	*1924-25*	*13,9*	*34,6*	*172,7*	*9,175,8*	*9,397,0*	*471,5*
	1925-26	14,3	37,4	188,9	10,332,1	10,572,7	495,6
Bengal and North-Western	*1924-25*	*15,2*	*89,3*	*215,9*	*31,050,0*	*31,370,4*	*1,372,5*
	1925-26	13,6	92,2	224,3	32,418,5	32,748,6	1,535,5
Bombay, Baroda and Central India	*1924-25*	*16,6*	*119,7*	*10,2*	*29,866,6*	*30,013,1*	*3,231,6*
	1925-26	17,7	124,1	11,6	30,571,7	30,725,1	3,163,4
Burma	*1924-25*	*90,7*	*581,4*	*Nil*	*35,031,9*	*35,704,0*	*Nil*
	1925-26	90,7	656,4	*Nil*	35,283,1	36,030,2	*Nil*
Eastern Bengal	*1924-25*	*11,1*	*50,4*	*231,0*	*10,939,9*	*11,232,4*	*1,726,9*
	1925-26	11,7	51,0	413,3	12,367,1	12,843,1	1,781,7
Jodhpur	*1924-25*	*2,6*	*16,6*	*84,9*	*2,726,6*	*2,830,7*	*329,0*
	1925-26	2,6	19,6	108,8	2,966,2	3,097,2	378,1
Madras and Southern Mahratta	*1924-25*	*11,7*	*136,3*	*53,1*	*17,300,1*	*17,501,2*	*972,3*
	1925-26	11,5	142,3	47,8	17,557,6	17,759,2	1,052,9
Nizam's Guaranteed State	*1924-25*	*5,5*	*53,7*	*Nil*	*5,539,4*	*5,603,6*	*748,2*
	1925-26	4,3	53,4	*Nil*	5,448,9	5,506,6	217,7
Rohilkund and Kumaon	*1924-25*	*5,6*	*24,5*	*44,7*	*6,086,6*	*6,161,4*	*281,2*
	1925-26	5,9	24,9	49,5	5,212,0	5,292,3	1,298,0
South Indian	*1924-25*	*41,5*	*406,6*	*14,8*	*37,581,6*	*38,044,5*	*637,3*
	1925-26	35,0	378,0	15,0	39,667,3	40,095,3	735,3
TOTAL	*1924-25*	*214,4*	*1,518,1*	*827,3*	*186,298,5*	*187,858,3*	‡ *9,770,5*
	1925-26	207,3	1,579,3	1,059,2	191,824,5	194,670,3	‡10,658,2
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1924-25*	*2,9*	*14,2*	*47,3*	*3,616,2*	*3,680,6*	*289,1*
	1925-26	2,6	13,1	52,3	3,783,1	3,851,1	284,7
Bombay, Baroda and Central India	*1924-25*	*Nil*	*5,3*	*Nil*	*1,479,8*	*1,485,1*	*186,1*
	1925-26	*Nil*	5,3	*Nil*	1,651,5	1,656,8	187,7
Eastern Bengal	*1924-25*	*1*	*3,6*	*4,4*	*641,9*	*650,0*	*142,3*
	1925-26	1	4,2	6,4	697,2	707,9	101,6
Great Indian Peninsula	*1924-25*	*Nil*	*2,7*	*Nil*	*1,788,6*	*1,791,3*	*257,4*
	1925-26	*Nil*	3,4	*Nil*	1,638 4	1,641,8	211,4
Jodhpur (2′ 0″ GAUGE)	*1924-25*	*Nil*	*3*	*Nil*	*60,2*	*60,5*	*15,9*
	1925-26	*Nil*	3	*Nil*	56,6	56,9	26,0
North Western (Commercial)	*1924-25*	*	*	*	*	*1,113,2*	*190,8*
	1925-26	11,8	21,5	41,6	1,081,7	1,156,6	155,9
Do. (Military)	*1924-25*	*	*	*	*	*327,3*	*65,8*
	1925-26	4	2,8	6	388,7	392,5	49,9
Do. (Total)	*1924-25*	*8,9*	*19,3*	*38,6*	*1,373,7*	*1,440,5*	*171,8*
	1925-26	12,2	24,3	42,2	1,470,4	1,549,1	143,3
South Indian	*1924-25*	*Nil*	*8*	*Nil*	*482,3*	*483,1*	*48,4*
	1925-26	*Nil*	5	*Nil*	559,7	560,2	49,5
TOTAL	*1924-25*	*11,9*	*46,2*	*90,3*	*9,442,7*	*9,591,1*	‡*1,111,0*
	1925-26	14,9	51,1	100,9	9,356,9	*10,023,8*	‡1,004,2
TOTAL CLASS I RAILWAYS	*1924-25*	*1,061,1*	*9,540,4*	*11,849,3*	*521,531,3*	*543,982,1*	‡*25,040 5*
	1925-26	995,4	9,683,0	13,253,5	540,776,1	*564,708,0*	‡24.678.5

of Class I Railways for the years 1924-25 and 1925-26

Number of passengers carried (in hundreds).					Passenger miles (in thousands).					Remarks.
1st.	2nd	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
9	10	11	12	13	14	15	16	17	18	19
37,1	*201,9*	*990,9*	*19,075,1*	*20,305,0*	*7,605*	*15,549*	*43,536*	*932,622*	*999,312*	
37,3	181,1	1,073,9	19,899,9	21,192,2	7,890	15,680	44,878	957,276	1,025,724	
362,9	*4,569,1*	*9,0*	*58,612,2*	*63,553,2*	*10,776*	*57,094*	*1,524*	*1,245,343*	*1,314,737*	
310,9	4,527,3	26,3	58,503,7	63,368,2	10,453	58,262	2,334	1,250,316	1,321,365	
121,1	*436,3*	*2,437,6*	*28,596,9*	*31,591,9*	*4,662*	*10,707*	*42,337*	*640,588*	*698,294*	
112,1	442,2	2,085,1	28,743,2	32,382,6	4,881	11,790	69,247	644,234	730,152	
96,0	*536,9*	*3,108,7*	*51,208,0*	*54,949,6*	*15,326*	*41,850*	*129,660*	*2,285,860*	*2,472,696*	
105,2	622,5	4,057,5	66,920,5	71,705,7	16,345	51,751	189,321	2,890,355	3,147,772	
139,9	*1,538,0*	*104,2*	*54,597,3*	*56,379,4*	*21,775*	*65,754*	*21,058*	*1,952,829*	*2,061,416*	
146,2	1,733,0	110,8	57,449,3	59,439,3	23,425	69,744	22,671	1,940,241	2,056,081	
21,4	*163,1*	*236,6*	*22,351,8*	*22,772,9*	*4,433*	*14,323*	*16,885*	*708,378*	*744,019*	
22,0	170,4	296,1	24,025,6	24,514,1	4,977	15,113	21,953	739,920	781,963	
9,5	*67,6*	*Nil*	*4,693,7*	*4,770,8*	*783*	*4,162*	*Nil*	*142,151*	*147,096*	
8,8	61,5	*Nil*	4,626,1	4,696,4	727	4,149	*Nil*	144,137	149,013	
84,1	*489,4*	*3,255,1*	*67,824,9*	*71,653,5*	*12,930*	*45,977*	*194,454*	*2,617,985*	*2,871,346*	
92,7	523,2	3,575,4	76,361,1	80,552,4	16,282	51,750	189,233	2,796,446	3,053,691	
13,6	*65,9*	*269,1*	*7,943,6*	*8,292,2*	*1,479*	*5,002*	*12,695*	*284,257*	*303,433*	
16,1	71,0	287,1	8,648,5	9,022,7	1,760	5,444	13,030	300,875	321,109	
86,5	*490,2*	*3,363,3*	*72,858,2*	*76,798,2*	*14,409*	*50,979*	*207,149*	*2,902,242*	*3,174,779*	
97,4	546,8	3,692,1	81,902,1	86,238,4	18,042	57,174	202,263	3,097,321	3,374,800	
36,7	*158,4*	*986,2*	*19,628,8*	*20,810,1*	*3,825*	*15,019*	*49,514*	*761,562*	*829,920*	
†	†	†	†	†	†	†	†	†	†	
11,6	*104,5*	*Nil*	*8,644,5*	*8,760,6*	*1,477*	*5,822*	*Nil*	*222,577*	*229,876*	
15,5	111,8	*Nil*	9,365,8	9,493,1	1,704	6,048	*Nil*	240,558	248,310	
‡*922,7*	‡*8,266,0*	‡*11,236,5*	‡*340,266,5*	‡*360,691,7*	*85,071*	*281,259*	*511,663*	*11,794,152*	*12,672,145*	
‡855,4	‡8,396,6	‡12,341,8	‡351,436,2	‡373,030,0	88,444	289,711	552,667	11,904,358	12,835,180	
16,2	*38,0*	*183,8*	*9,630,5*	*9,868,5*	*1,511*	*2,533*	*10,320*	*317,665*	*332,029*	
17,1	41,3	200,4	10,809,5	11,068,3	1,640	2,817	10,764	343,939	359,160	
16,5	*94,4*	*228,6*	*32,403,4*	*32,742,9*	*1,231*	*6,261*	*11,606*	*1,180,581*	*1,199,679*	
15,0	97,3	237,5	33,934,3	34,284,1	1,173	6,375	12,344	1,272,851	1,292,743	
31,2	*173,1*	*10,2*	*33,030,2*	*33,244,7*	*3,395*	*13,629*	*514*	*1,299,332*	*1,316,870*	
27,6	172,8	11,7	33,676,4	33,888,5	2,900	14,335	607	1,274,544	1,292,386	
90,7	*581,4*	*Nil*	*35,031,9*	*35,704,0*	*4,713*	*15,703*	*Nil*	*687,260*	*707,676*	
90,7	656,4	*Nil*	35,183,1	36,030,2	4,936	17,133	*Nil*	739,284	761,353	
19,7	*71,4*	*274,3*	*12,593,9*	*12,959,3*	*1,858*	*4,214*	*13,021*	*480,577*	*499,670*	
21,9	73,3	484,6	14,045,0	14,624,8	2,123	4,356	18,414	541,677	566,570	
4,2	*23,2*	*92,0*	*3,040,3*	*3,159,7*	*488*	*2,657*	*5,430*	*163,120*	*171,695*	
4,2	26,5	118,1	3,326,5	3,475,3	602	2,859	6,088	163,680	173,229	
14,3	*150,7*	*57,8*	*18,250,7*	*18,473,5*	*1,674*	*9,839*	*4,601*	*601,874*	*617,988*	
14,0	155,1	53,2	18,589,8	18,812,1	1,979	10,097	4,792	592,406	609,274	
6,9	*75,7*	*Nil*	*6,269,2*	*6,351,8*	*625*	*3,889*	*Nil*	*194,263*	*198,777*	
4,8	56,7	*Nil*	5,662,8	5,724,3	521	3,852	*Nil*	187,195	191,568	
7,3	*29,8*	*47,6*	*6,357,9*	*6,442,6*	*602*	*2,014*	*2,051*	*169,263*	*173,930*	
7,6	30,8	52,4	6,499,5	6,590,3	633	2,003	2,005	174,331	178,972	
48,1	*418,3*	*14,8*	*38,200,6*	*38,681,8*	*2,953*	*15,120*	*2,321*	*922,736*	*943,130*	
44,2	424,3	18,5	40,343,6	40,830,6	3,367	15,533	2,622	958,528	980,050	
‡*255,1*	‡*1,656,0*	‡*909,1*	‡*194,808,6*	‡*197,628,8*	*19,050*	*75,859*	*49,364*	*6,016,671*	*6,161,444*	
‡247,1	‡1,734,5	‡1,176,4	‡202,170,5	‡205,328,5	19,874	79,360	57,636	6,248,435	6,405,305	
4,7	*19,6*	*57,6*	*3,887,8*	*3,969,7*	*312*	*1,187*	*2,664*	*131,082*	*135,245*	
4,1	18,2	64,0	4,049,5	4,135,8	275	1,103	2,866	134,413	138,657	
Nil	*6,2*	*Nil*	*1,665,0*	*1,671,2*	*Nil*	*152*	*Nil*	*25,219*	*25,371*	
Nil	6,1	*Nil*	1,838,4	1,844,5	*Nil*	142	*Nil*	26,942	27,084	
2	*4,5*	*7,5*	*780,1*	*792,3*	2	*64*	*1/2*	*8,445*	*8,623*	
2	5,7	11,8	791,8	809,5	2	74	132	8,000	8,208	
Nil	*3,1*	*Nil*	*2,045,6*	*2,048,7*	*Nil*	*77*	*Nil*	*41,804*	*41,881*	
Nil	3,8	*Nil*	1,849,4	1,853,2	*Nil*	88	*Nil*	36,486	36,574	
Nil	*4*	*Nil*	76,0	*76,4*	*1*	*6*	*Nil*	*1,044*	*1,051*	
1	4	*Nil*	*82,4*	82,9	1	6	*Nil*	1,096	1,103	
18,4	*26,5*	*48,5*	*1,210,6*	*1,304,0*	*766*	*1,282*	*1,666*	*32,186*	*35,900*	
15,7	30,8	50,8	1,215,2	1,312,5	720	1,278	1,641	33,034	36,673	
1,0	*4,8*	*1,9*	*385,4*	*393,1*	*38*	*158*	*59*	*11,154*	*11,409*	
6	3,8	1,2	436,8	442,4	28	151	48	12,985	13,212	
12,3	*29,7*	*47,2*	*1,523,1*	*1,612,3*	*804*	*1,440*	*1,725*	*43,341*	*47,310*	
16,0	33,3	51,2	1,591,9	1,692,4	748	1,429	1,689	46,019	49,885	
Nil	*1,1*	*Nil*	*530,4*	*531,5*	*Nil*	*26*	*Nil*	*9,349*	*9,375*	
Nil	1,2	*Nil*	608,5	609,7	*Nil*	21	*Nil*	10,517	10,538	
‡*17,2*	‡*64,6*	‡*112,3*	‡*10,508,0*	‡*10,702,1*	*1,119*	*2,952*	*4,501*	*260,284*	*268,856*	
‡20,4	‡68,7	‡127,0	‡10,811,9	‡11,028,0	1,026	2,863	4,687	263,473	272,049	
‡*1,195,0*	‡*9,986,6*	‡*12,257,9*	‡*545,583,1*	‡*569,022,6*	*105,240*	*360,070*	*566,028*	*18,071,107*	*19,102,445*	
‡1,122,9	‡10,199,8	‡13,645,2	‡564,418,6	‡589,386,5	109,344	371,934	614,990	18,416,266	19,512,534	

‡*Columns 8 to 13*—In these totals passengers travelling over two or more railways are considered as having made two or more journeys.

* Figures not available.

† Included in E. I. Ry. figures.

12.—*Statement of Passenger Revenue Statistics*

Railway.	Year.	Average number of miles a passenger was carried. 1st.	2nd.	Inter.	3rd.	Total.
20	21	22	23	24	25	26
5′ 6″ gauge.						
Bengal-Nagpur	*1924-25*	*205·1*	*77·0*	*43·9*	*48·9*	*49·2*
	1925-26	211·7	86·6	41·8	48·1	48·4
Bombay, Baroda and Central India	*1924-25*	*29·7*	*12·5*	*169·1*	*21·2*	*20·7*
	1925-26	33·6	12·9	88·9	21·4	20·8
Eastern Bengal	*1924-25*	*38·4*	*24·5*	*17·3*	*22·4*	*22·1*
	1925-26	43·5	26·7	22·4	22·4	22·5
East Indian	*1924-25*	*159·6*	*77·9*	*41·7*	*44·6*	*45·0*
	1925-26	155·4	83·1	46·7	43·2	43·9
Great Indian Peninsula	*1924-25*	*155·7*	*42·8*	*202·1*	*35·8*	*36·6*
	1925-26	160·2	40·2	204·7	33·8	34·6
Madras and Southern Mahratta	*1924-25*	*206·9*	*87·8*	*71·4*	*31·7*	*32·7*
	1925-26	226·4	88·7	74·1	30·8	31·9
Nizam's Guaranteed State	*1924-25*	*82·4*	*61·6*	*Nil*	*30·3*	*30·8*
	1925-26	82·7	67·4	*Nil*	31·2	31·7
North Western (Commercial)	*1924-25*	*153·6*	*93·9*	*59·7*	*38·6*	*40·6*
	1925-26	175·7	98·9	52·9	36·6	37·9
Do. (Military)	*1924-25*	*108·9*	*75·9*	*47·2*	*35·8*	*36·6*
	1925-26	109·1	76·6	45·4	34·8	35·6
Do. (Total)	*1924-25*	*166·6*	*103·9*	*61·6*	*39·8*	*41·3*
	1925-26	185·3	104·6	54·8	37·8	39·1
Oudh and Rohilkhand	*1924-25*	*104·4*	*94·8*	*50·2*	*38·8*	*39·9*
	1925-26	*	*	*	*	*
South Indian	*1924-25*	*126·8*	*55·7*	*Nil*	*25·7*	*26·2*
	1925-26	109·7	54·1	*Nil*	25·7	26·2
Total	*1924-25*	†*92·1*	†*34·0*	†*45·5*	†*37·7*	†*35·1*
	1925-26	†103·4	†34·5	†44·8	†33·9	†34·4
3′ 3⅜″ gauge.						
Assam-Bengal	*1924-25*	*93·5*	*66·6*	*56·1*	*32·9*	*33·7*
	1925-26	96·0	68·1	53·7	31·8	32·4
Bengal and North-Western	*1924-25*	*74·7*	*66·3*	*50·8*	*37·7*	*36·6*
	1925-26	78·1	65·5	52·0	37·5	37·7
Bombay, Baroda and Central India	*1924-25*	*108·7*	*78·8*	*50·2*	*39·3*	*39·6*
	1925-26	104·9	83·0	51·8	37·8	38·1
Burma	*1924-25*	*52·0*	*27·0*	*Nil*	*19·6*	*19·8*
	1925-26	54·4	26·1	*Nil*	20·9	21·1
Eastern Bengal	*1924-25*	*94·2*	*59·0*	*47·4*	*38·1*	*38·5*
	1925-26	96·9	59·4	38·0	38·6	38·7
Jodhpur	*1924-25*	*117·3*	*114·7*	*59·0*	*53·7*	*54·3*
	1925-26	143·6	107·7	51·6	49·2	49·9
Madras and Southern Mahratta	*1924-25*	*117·0*	*65·3*	*79·6*	*33·0*	*33·5*
	1925-26	141·3	65·1	90·1	31·9	32·4
Nizam's Guaranteed State	*1924-25*	*90·5*	*51·4*	*Nil*	*31·0*	*31·3*
	1925-26	109·5	67·9	*Nil*	33·1	33·5
Rohilkund & Kumaon	*1924-25*	*82·4*	*67·6*	*43·1*	*26·6*	*27·0*
	1925-26	83·3	65·0	38·3	26·8	27·2
South Indian	*1924-25*	*61·3*	*36·2*	*157·2*	*24·2*	*24·4*
	1925-26	76·4	36·6	141·4	23·8	24·0
Total	*1924-25*	†*74·7*	†*45·8*	†*54·8*	†*30·9*	†*31·1*
	1925-26	†80·5	†45·8	†49·0	†30·9	†31·2
2′ 6″ and 2′ 0″ gauges.						
Bengal-Nagpur	*1924-25*	*66·9*	*60·5*	*46·3*	*33·7*	*34·1*
	1925-26	66·7	60·6	44·8	33·2	33·5
Bombay, Baroda and Central India	*1924-25*	*Nil*	*24·6*	*Nil*	*15·2*	*15·2*
	1925-26	*Nil*	23·2	*Nil*	14·7	14·7
Eastern Bengal	*1924-25*	*16·9*	*14·3*	*14·8*	*10·8*	*10·8*
	1925-26	13·2	12·9	11·1	10·1	10·1
Great Indian Peninsula	*1924-25*	*Nil*	*24·7*	*Nil*	*20·4*	*20·4*
	1925-26	*Nil*	23·3	*Nil*	19·7	19·7
Jodhpur (2′ 0″ gauge)	*1924-25*	*21·2*	*15·7*	*Nil*	*13·8*	*13·8*
	1925-26	19·4	15·1	*Nil*	13·3	13·3
North Western (Commercial)	*1924-25*	*41·6*	*48·2*	*34·3*	*26·6*	*27·5*
	1925-26	45·9	41·5	32·3	27·2	27·9
Do. (Military)	*1924-25*	*38·9*	*33·2*	*30·8*	*28·9*	*29·0*
	1925-26	43·8	39·5	40·5	29·7	29·9
Do. (Total)	*1924-25*	*65·3*	*48·5*	*36·5*	*28·4*	*29·3*
	1925-26	46·8	42·9	33·0	28·9	29·5
South Indian	*1924-25*	*Nil*	*23·3*	*Nil*	*17·6*	*17·6*
	1925-26	*Nil*	17·7	*Nil*	17·3	17·3
Total	*1924-25*	†*65·1*	†*45·7*	†*46·1*	†*24·8*	†*25·1*
	1925-26	†50·3	†41·7	†36·9	†24·4	†24·7
Total Class I Railways	*1924-25*	†*88·1*	†*36·1*	†*46·2*	†*33·1*	†*33·6*
	1925-26	†97·4	†36·5	†45·1	†32·6	†33·1

of Class I Railways for the years 1924-25 and 1925-26—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Remarks.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
27	28	29	30	31	32	33	34	35	36	37
Rs.	Rs.	Rs.	Rs.	Rs.						
8,30	*8,07*	*11,26*	*1,72,59*	*2,00,22*	*21·0*	*9·97*	*4·97*	*3·55*	*3·85*	
8,62	8,11	11,56	1,74,97	2,03,26	21·0	9·93	4·95	3·51	3·80	
9,09	*20,99*	*58*	*2,01,50*	*2,32,16*	*16·2*	*7·06*	*7·34*	*3·31*	*3·39*	
8,51	19,62	90	2,00,16	2,29,19	15·6	6·46	7·43	3·07	3·33	
5,02	*5,75*	*9,93*	*1,11,30*	*1,32,00*	*20·6*	*10·3*	*4·50*	*3·35*	*3·62*	
5,00	6,13	15,37	1,12,24	1,38,74	19·6	9·98	4·26	3·34	3·65	
17,43	*22,16*	*31,15*	*4,13,96*	*4,84,70*	*21·8*	*10·2*	*4·61*	*3·48*	*3·76*	
17,33	25,74	46,15	5,14,67	6,03,89	20·4	9·55	4·68	3·42	3·68	
25,91	*32,77*	*7,77*	*3,86,39*	*4,52,84*	*22·8*	*9·57*	*7·09*	*3·80*	*4·22*	
25,17	31,62	8,08	3,83,45	4,48,32	20·6	8·71	6·84	3·79	4·19	
5,66	*8,24*	*4,39*	*1,28,29*	*1,46,58*	*24·5*	*11·0*	*4·99*	*3·48*	*3·78*	
5,60	7,82	5,69	1,33,87	1,52,98	21·6	9·93	4·98	3·47	3·76	
64	*1,72*	*Nil*	*22,99*	*25,35*	*15·7*	*7·95*	*Nil*	*3·11*	*3·31*	
60	1,72	*Nil*	23,22	25,54	15·8	7·96	*Nil*	3·09	3·29	
12,75	*23,80*	*49,06*	*4,71,53*	*5,57,14*	*18·9*	*9·9*	*4·84*	*3·46*	*3·73*	
16,33	28,14	49,44	5,12,67	6,06,58	19·3	10·4	5·02	3·52	3·81	
1,45	*2,72*	*3,34*	*52,16*	*59,67*	*18·8*	*10·4*	*5·04*	*3·52*	*3·77*	
1,76	2,82	3,43	55,59	63,60	19·2	9·93	5·06	3·55	3·80	
14,20	*26,52*	*52,40*	*5,23,69*	*6,16,81*	*18·9*	*9·9*	*4·86*	*3·46*	*3·73*	
18,09	30,96	52,87	5,68,26	6,70,18	19·3	10·4	5·02	3·52	3·81	
4,23	*7,23*	*12,79*	*1,34,19*	*1,58,44*	*21·3*	*9·24*	*4·96*	*3·38*	*3·67*	
*	*	*	*	*	*	*	*	*	*	
2,06	*3,92*	*Nil*	*47,32*	*53,30*	*26·8*	*12·9*	*Nil*	*4·08*	*4·45*	
2,19	3,95	*Nil*	49,63	55,77	24·7	12·5	*Nil*	3·96	4·31	
92,54	*1,37,37*	*1,30,27*	*21,42,22*	*25,02,40*	*20·8*	*9·38*	*4·89*	*3·49*	*3·79*	
91,11	1,35,67	1,40,62	21,60,47	25,27,87	19·8	8·99	4·89	3·48	3·78	
2,15	*1,65*	*2,44*	*61,25*	*67,49*	*27·4*	*12·5*	*4·54*	*3·70*	*3·90*	
2,29	1,87	2,83	67,78	74,77	26·2	12·4	5·04	3·78	3·99	
1,13	*2,76*	*2,69*	*1,53,21*	*1,59,79*	*17·6*	*8·45*	*4·46*	*2·49*	*2·56*	
1,07	2,81	2,86	1,65,22	1,71,96	17·5	8·48	4·45	2·49	2·55	
4,04	*8,53*	*14*	*2,18,15*	*2,30,86*	*22·8*	*12·0*	*5·30*	*3·22*	*3·37*	†*Columns 22 to 26.*—
3,28	7,93	15	2,19,78	2,31,14	21·8	10·6	4·90	3·31	3·43	In these totals passengers travelling over two or more railways are considered as having made two or more journeys.
5,64	*8,66*	*Nil*	*1,40,36*	*1,54,66*	*23·0*	*10·6*	*Nil*	*3·92*	*4·20*	
5,78	9,25	*Nil*	1,51,15	1,66,18	22·5	10·4	*Nil*	3·93	4·20	
2,28	*2,54*	*3,50*	*87,54*	*95,86*	*23·6*	*11·6*	*5·16*	*3·49*	*3·68*	
2,21	2,29	4,12	94,45	1,03,07	20·0	10·0	4·29	3·35	3·49	
67	*1,90*	*1,62*	*34,82*	*39,01*	*26·3*	*13·7*	*5·75*	*4·10*	*4·36*	
76	1,79	1,64	35,01	39,20	24·3	12·0	5·16	4·11	4·34	
2,20	*5,92*	*1,20*	*1,09,55*	*1,18,87*	*25·2*	*11·6*	*5·00*	*3·49*	*3·69*	
2,17	5,51	1,25	1,07,44	1,16,37	21·1	10·5	4·98	3·48	3·67	
54	*1,66*	*Nil*	*30,15*	*32,35*	*16·6*	*8·18*	*Nil*	*2·98*	*3·12*	
43	1,62	*Nil*	29,05	31,10	15·8	8·06	*Nil*	2·98	3·12	
80	*1,22*	*48*	*24,11*	*26,61*	*25·5*	*11·6*	*4·48*	*2·74*	*2·94*	
85	1,21	50	24,93	27,49	25·8	11·6	4·77	2·74	2·95	
4,80	*9,57*	*91*	*1,86,70*	*2,01,98*	*31·2*	*12·2*	*7·53*	*3·88*	*4·11*	
5,05	10,14	1,13	1,95,24	2,11,56	26·9	11·8	8·24	3·84	4·06	
24,25	*44,41*	*12,98*	*10,45,84*	*11,27,48*	*24·4*	*11·2*	*5·00*	*3·34*	*3·51*	
23,89	44,42	14,48	10,90,05	11,72,84	23·1	10·7	4·82	3·35	3·52	
35	*65*	*72*	*24,32*	*26,04*	*21·7*	*10·5*	*5·17*	*3·36*	*3·70*	
30	60	74	24,82	26,46	21·1	10·5	4·94	3·55	3·66	
Nil	*14*	*Nil*	*5,91*	*6,05*	*Nil*	*17·9*	*Nil*	*4·50*	*4·58*	
Nil	13	*Nil*	6,31	6,44	*Nil*	17·5	*Nil*	4·49	4·56	
Nil	*4*	*3*	*1,66*	*1,73*	*28·1*	*12·4*	*5·57*	*3·76*	*3·85*	
Nil	4	3	1,41	1,48	19·6	10·3	4·34	3·39	3·47	
Nil	*12*	*Nil*	*10,89*	*11,01*	*Nil*	*29·3*	*Nil*	*5·00*	*5·04*	
Nil	10	*Nil*	9,50	9,60	*Nil*	20·6	*Nil*	5·00	5·04	
Nil	*1*	*Nil*	*33*	*34*	*41·9*	*20·8*	*Nil*	*6·00*	*6·11*	
Nil	1	*Nil*	34	35	36·0	18·9	*Nil*	6·00	6·09	
2,38	*1,93*	*1,27*	*11,52*	*17,10*	*59·7*	*28·9*	*14·6*	*6·87*	*9·15*	
2,24	1,88	1,27	12,10	17,49	59·7	28·3	14·9	7·03	9·16	
5	*9*	*2*	*2,48*	*2,64*	*25·4*	*10·6*	*7·40*	*4·26*	*4·44*	
4	9	2	2,77	2,92	25·3	11·7	7·92	4·09	4·24	
2,43	*2,02*	*1,29*	*14,00*	*19,74*	*58·0*	*26·9*	*14·4*	*6·20*	*8·01*	
2,28	1,97	1,29	14,87	20,41	58·4	26·5	14·7	6·20	7·85	
Nil	*3*	*Nil*	*1,81*	*1,84*	*Nil*	*22·6*	*Nil*	*3·72*	*3·78*	
Nil	3	*Nil*	2,03	2,06	*Nil*	24·5	*Nil*	3·71	3·75	
2,78	*3,01*	*2,04*	*58,92*	*66,75*	*47·7*	*19·6*	*8·32*	*4·35*	*4·76*	
2,58	2,88	2,06	59,28	66,80	48·3	19·3	8·44	4·32	4·71	
1,19,57	*1,84,79*	*1,45,29*	*32,46,98*	*36,96,63*	*21·8*	*9·93*	*4·92*	*3·45*	*3·71*	
1,17,58	1,82,97	1,57,16	33,09,80	37,67,51	20·6	9·45	4·91	3·45	3·71	

*Included in East Indian Railway figures.

13.—*Statement of Goods Revenue Statistics*

Railway.	Year.	Number of: General merchandise including live-stock.	Fuel for the public and foreign railways and for construction.	Fuel on Revenue account.	Other revenue stores.	Total Originating on home line (whether local or foreign.)	Total Other traffic.
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal-Nagpur	*1924-25*	*5,665*	*4,386*	*832*	*928*	*10,344*	*1,467*
	1925-26	5,988	4,902	730	535	10,773	1,382
Bombay, Baroda and Central India	*1924-25*	*3,173*	*457*	*393*	*514*	*2,641*	*1,901*
	1925-26	3,736	468	468	204	3,032	1,844
Eastern Bengal	*1924-25*	*2,668*	*1,429*	*283*	*475*	*1,787*	*3,068*
	1925-26	3,205	1,462	311	569	2,434	3,113
East Indian	*1924-25*	*6,348*	*12,082*	*1,488*	*1,441*	*18,413*	*2,946*
	1925-26	7,583	11,133	1,736	1,412	19,054	2,810
Great Indian Peninsula	*1924-25*	*6,171*	*1,115*	*1,217*	*1,640*	*6,220*	*3,923*
	1925-26	6,123	1,145	1,051	2,192	6,713	3,798
Madras and Southern Mahratta	*1924-25*	*2,692*	*313*	*375*	*327*	*1,927*	*1,630*
	1925-26	2,883	311	401	225	2,162	1,658
Nizam's Guaranteed State	*1924-25*	*670*	*396*	*117*	*128*	*1,042*	*269*
	1925-26	809	433	101	60	1,133	270
North Western (Commercial)	*1924-25*	*7,254*	*876*	*1,038*	*3,038*	*9,208*	*2,998*
	1925-26	7,484	897	1,185	3,818	9,870	3,514
Do. (Military)	*1924-25*	*1,359*	*75*	*157*	*933*	*1,657*	*872*
	1925-26	1,347	143	162	730	1,504	878
Do. (Total)	*1924-25*	*8,442*	*863*	*1,105*	*3,367*	*10,866*	*2,912*
	1925-26	7,660	914	1,188	4,368	11,374	2,756
Oudh and Rohilkhand	*1924-25*	*1,806*	*923*	*214*	*1,701*	*2,779*	*1,865*
	1925-26	†	†	†	†	†	†
South Indian	*1924-25*	*1,053*	*11*	*162*	*79*	*742*	*563*
	1925-26	1,181	12	157	89	940	499
TOTAL	*1924-25*	‡38,589	‡21,975	‡6,191	‡10,600	*56,761*	‡20,594
	1925-26	‡39,168	‡20,780	‡6,143	‡9,654	57,615	‡18,130
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1924-25*	*797*	*135*	*117*	*137*	*869*	*317*
	1925-26	1,003	166	113	60	977	365
Bengal and North-Western	*1924-25*	*2,461*	*287*	*253*	*287*	*2,296*	*992*
	1925-26	2,552	231	262	199	2,352	892
Bombay, Baroda and Central India	*1924-25*	*2,833*	*356*	*296*	*214*	*1,727*	*1,972*
	1925-26	2,767	343	274	217	1,753	1,848
Burma	*1924-25*	*3,112*	*48*	*136*	*1,107*	*4,403*	*Nil*
	1925-26	3,777	62	155	1,084	5,078	*Nil*
Eastern Bengal	*1924-25*	*1,656*	*280*	*158*	*395*	*1,335*	*1,154*
	1925-26	1,971	311	168	308	1,505	1,253
Jodhpur	*1924-25*	*769*	*10*	*106*	*167*	*492*	*560*
	1925-26	575	3	76	96	405	345
Madras and Southern Mahratta	*1924-25*	*2,004*	*30*	*167*	*194*	*1,589*	*806*
	1925-26	2,116	31	184	207	1,883	655
Nizam's Guaranteed State	*1924-25*	*473*	*31*	*32*	*69*	*369*	*236*
	1925-26	421	36	24	84	396	169
Rohilkund & Kumaon	*1924-25*	*761*	*12*	*34*	*96*	*770*	*133*
	1925-26	799	13	38	121	830	141
South Indian	*1924-25*	*1,999*	*34*	*185*	*558*	*2,465*	*311*
	1925-26	2,225	46	170	441	2,320	562
TOTAL	*1924-25*	‡16,865	‡1,223	‡1,484	‡3,224	*16,315*	‡6,481
	1925-26	‡18,206	‡1,242	‡1,464	‡2,817	17,499	‡6,230
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1924-25*	*772*	*83*	*55*	*108*	*887*	*131*
	1925-26	670	85	56	98	765	144
Bombay, Baroda and Central India	*1924-25*	*220*	*4*	*2*	*2*	*188*	*40*
	1925-26	215	7	3	2	154	73
Eastern Bengal	*1924-25*	*17*	*1*	*Nil*	*5*	*13*	*10*
	1925-26	20	1	*Nil*	1	11	11
Great Indian Peninsula	*1924-25*	*204*	*11*	*Nil*	*Nil*	*97*	*118*
	1925-26	174	13	*Nil*	*Nil*	85	102
Jodhpur (2′ 0″ gauge)	*1924-25*	*5*	*Nil*	*Nil*	*Nil*	*4*	*1*
	1925-26	6	1	*Nil*	*Nil*	5	2
North Western (Commercial)	*1924-25*	*199*	*28*	*10*	*79*	*214*	*102*
	1925-26	188	28	14	42	163	109
Do. (Military)	*1924-25*	*130*	*4*	*4*	*11*	*122*	*27*
	1925-26	100	4	6	10	88	32
Do. (Total)	*1924-25*	*312*	*30*	*12*	*89*	*335*	*108*
	1925-26	274	28	15	50	251	116
South Indian	*1924-25*	*44*	*Nil*	*1*	*1*	*28*	*18*
	1925-26	46	*Nil*	*Nil*	3	31	18
TOTAL	*1924-25*	‡1,574	‡129	‡70	‡205	*1,552*	‡426
	1925-26	‡1,405	‡135	‡74	‡154	1,302	‡466
TOTAL CLASS I RAILWAYS	*1924-25*	‡57,028	‡23,327	‡7,745	‡14,029	‡74,628	‡27,501
	1925-26	‡58,779	‡22,157	‡7,681	‡12,625	76,416	‡27,826

of Class I Railways for the years 1924-25 and 1925-26. (In thousands.)

TONS CARRIED.			NET TON MILES.					
Grand Total.	* No. of tons terminating.	* No. of tons of cross traffic.	General merchandise including live-stock.	Fuel for the public and foreign railways and for construction.	Fuel on Revenue account.	Other revenue stores.	Total.	REMARKS.
9	10	11	12	13	14	15	16	17
11,811	..	..	*1,115,978*	*875,238*	*196,920*	*72,428*	*2,260,564*	
12,155	9,094	244	1,137,224	1,004,279	170,032	24,907	2,336,442	
4,542	..	..	*708,822*	*161,559*	*84,165*	*30,889*	*985,435*	
4,876	3,543	271	705,940	161,082	123,580	16,273	1,006,875	
4,855	..	..	*293,663*	*83,921*	*37,798*	*22,152*	*437,534*	
5,547	4,136	841	320,545	97,082	44,402	29,060	491,089	
21,359	..	..	*1,513,014*	*3,824,850*	*346,900*	*114,169*	*5,798,933*	
21,864	12,817	914	1,718,140	3,624,433	466,226	112,721	5,921,520	
10,143	..	..	*2,044,832*	*403,027*	*372,053*	*91,866*	*2,911,778*	
10,511	8,154	797	1,788,395	404,402	362,409	118,929	2,674,135	
3,607	..	..	*482,766*	*101,695*	*77,689*	*36,402*	*698,552*	
3,820	2,968	330	589,176	125,188	53,872	15,510	783,746	
1,311	..	..	*86,327*	*50,101*	*14,754*	*4,964*	*156,146*	
1,403	581	121	99,989	53,298	12,218	1,163	166,668	
12,206	..	..	*2,412,490*	*181,949*	*355,418*	*172,426*	*3,122,283*	
13,384	11,615	(a)	1,647,710	259,170	313,817	171,889	2,392,586	
2,529	..	..	*143,861*	*13,493*	*21,286*	*38,743*	*217,383*	
2,382	1,483	(a)	142,836	12,368	21,230	29,976	206,410	
13,778	..	..	*2,556,351*	*195,443*	*376,703*	*211,169*	*3,339,666*	
14,130	13,098	25	1,790,546	271,538	335,047	201,865	2,598,996	
4,644	..	..	*275,562*	*383,561*	*61,055*	*43,356*	*763,534*	
†	†	†	†	†	†	†	†	
1,305	..	..	*129,373*	*1,671*	*15,543*	*5,856*	*152,443*	
1,439	1,020	*Nil*	152,143	1,627	11,890	6,016	171,676	
‡*77,355*	..	..	*9,206,688*	*6,081,066*	*1,583,580*	*633,251*	*17,504,585*	
‡75,745	55,411	3,543	8,302,098	5,742,929	1,579,676	526,444	16,151,147	
1,186	..	..	*128,277*	*17,086*	*14,692*	*14,142*	*174,197*	
1,342	1,146	27	147,417	23,517	12,426	3,053	186,413	
3,288	..	..	*378,087*	*32,943*	*40,335*	*22,459*	*473,824*	
3,244	2,402	65	368,676	28,321	39,072	14,996	451,065	
3,699	..	..	*645,178*	*89,433*	*85,602*	*28,286*	*848,499*	
3,601	2,247	548	584,741	89,362	69,599	25,064	768,766	
4,403	..	..	*496,558*	*26,250*	*20,607*	*94,830*	*638,245*	
5,078	5,078	*Nil*	584,424	33,681	21,840	64,720	704,665	
2,489	..	..	*171,163*	*34,765*	*16,120*	*27,852*	*249,900*	
2,758	1,756	453	186,908	42,192	15,381	16,684	261,165	
1,052	..	..	*177,475*	*2,008*	*14,333*	*10,529*	*204,345*	
750	440	135	103,512	799	8,593	6,147	119,051	
2,395	..	..	*341,231*	*4,927*	*58,580*	*22,743*	*427,481*	
2,538	1,841	93	379,314	4,164	66,016	15,343	464,837	
605	..	..	*67,800*	*5,080*	*6,227*	*2,624*	*81,731*	
565	349	6	55,083	5,710	4,989	1,677	67,459	
903	..	..	*73,211*	*497*	*2,505*	*4,284*	*80,497*	
971	724	3	80,481	624	1,953	4,839	87,897	
2,776	..	..	*230,472*	*2,971*	*22,038*	*27,080*	*282,561*	
2,882	2,674	*Nil*	262,231	5,238	19,632	24,897	311,998	
‡*22,796*	..	..	*2,709,452*	*215,960*	*281,039*	*254,829*	*3,461,280*	
‡23,729	18,657	1,330	2,752,787	233,608	259,501	177,420	3,423,316	
1,018	..	..	*42,607*	*9,077*	*7,256*	*5,192*	*64,132*	
909	577	4	36,849	7,763	7,493	4,269	56,374	
228	..	..	*4,744*	*120*	*88*	*51*	*5,003*	
227	94	5	4,594	199	176	40	5,009	
23	..	..	*257*	*14*	*Nil*	*72*	*343*	
22	16	*Nil*	263	22	*Nil*	15	300	
215	..	..	*7,805*	*331*	*Nil*	*Nil*	*8,136*	
187	117	*Nil*	6,491	413	*Nil*	*Nil*	6,904	
5	..	..	*73*	*3*	*Nil*	*6*	*82*	
7	5	*Nil*	115	5	*Nil*	3	123	
316	..	..	*9,567*	*1,172*	*466*	*1,939*	*13,144*	
272	179	(a)	9,651	1,039	688	874	12,252	
149	..	..	*4,619*	*233*	*193*	*344*	*5,389*	
120	88	*Nil*	3,828	177	267	284	4,556	
443	..	..	*14,186*	*1,405*	*659*	*2,283*	*18,533*	
367	267	*Nil*	13,479	1,216	955	1,158	16,808	
46	..	..	*1,511*	*Nil*	*19*	*60*	*1,590*	
49	24	*Nil*	1,585	4	4	149	1,742	
‡*1,978*	..	..	*71,183*	*10,950*	*8,022*	*7,664*	*97,819*	
‡1,768	1,100	9	63,376	9,622	8,628	5,634	87,260	
‡*102,129*	..	..	*11,987,323*	*6,307,976*	*1,872,641*	*895,744*	*21,063,684*	
‡101,242	75,168	4,882	11,118,261	5,986,159	1,847,805	709,498	19,661,723	

‡*Columns 3 to 6, 8 to 9, 20 to 24.*—In these totals consignments passing over two or more railways are considered as two or more separate consignments

(a) Not available.

* Figures for 1924-25 are not available.

† Included in E. I. Rly. figures.

Railway.	Year.	Average miles a ton of goods was carried. General merchandise including live stock.	Fuel for the public & foreign railways and for construction.	Fuel on revenue account.	Other Revenue stores.	Total.
18	19	20	21	22	23	24
5′ 6″ GAUGE.						
Bengal-Nagpur	*1924-25*	*197·0*	*199·5*	*236·8*	*78·0*	*191·4*
	1925-26	189·9	204·9	232·8	46·6	192·2
Bombay, Baroda and Central India	*1924-25*	*223·0*	*353·0*	*212·0*	*60·0*	*217·7*
	1925-26	189·0	344·0	264·0	80·0	207·0
Eastern Bengal	*1924-25*	*110·1*	*58·7*	*133·4*	*46·7*	*90·1*
	1925-26	100·0	66·4	142·7	51·1	88·5
East Indian	*1924-25*	*238·4*	*316·6*	*233·1*	*79·2*	*271·6*
	1925-26	226·6	325·6	268·6	79·8	270·8
Great Indian Peninsula	*1924-25*	*331·4*	*361·4*	*305·7*	*56·0*	*287·1*
	1925-26	292·1	353·2	344·9	54·2	254·4
Madras and Southern Mahratta	*1924-25*	*186·3*	*324·6*	*207·1*	*111·2*	*193·7*
	1925-26	204·4	401·9	134·3	68·9	205·1
Nizam's Guaranteed State	*1924-25*	*128·8*	*126·7*	*126·4*	*38·7*	*119·1*
	1925-26	123·6	122·6	121·1	19·3	118·8
North Western (Commercial)	*1924-25*	*332·6*	*207·8*	*342·3*	*56·8*	*255·8*
	1925-26	220·2	289·0	264·9	45·0	178·8
Do. (Military)	*1924-25*	*105·8*	*179·8*	*135·3*	*41·3*	*86·0*
	1925-26	106·1	86·4	130·7	41·1	86·7
Do. (Total)	*1924-25*	*302·8*	*226·5*	*340·9*	*62·7*	*242·4*
	1925-26	233·8	297·2	281·9	46·2	183·9
Oudh and Rohilkhand	*1924-25*	*152·6*	*415·6*	*285·8*	*25·5*	*164·4*
	1925-26	†	†	†	†	†
South Indian	*1924-25*	*122·8*	*160·8*	*95·9*	*73·9*	*116·8*
	1925-26	128·8	139·4	75·4	67·8	119·3
TOTAL	*1924-25*	‡*238·6*	‡*276·7*	‡*255·8*	‡*59·7*	‡*226·3*
	1925-26	‡212·0	‡276·4	‡257·2	‡54·5	‡213·2
3′ 3⅜″ GAUGE.						
Assam-Bengal	*1924-25*	*161·1*	*126·6*	*125·0*	*102·9*	*146·8*
	1925-26	146·9	141·6	109·8	51·2	138·9
Bengal and North-Western	*1924-25*	*153·6*	*114·8*	*159·5*	*78·1*	*144·1*
	1925-26	144·5	122·7	149·1	75·3	139·0
Bombay, Baroda and Central India	*1924-25*	*228·0*	*251·0*	*289·0*	*132·0*	*229·0*
	1925-26	211·0	260·0	254·0	116·0	214·0
Burma	*1924-25*	*159·6*	*547·2*	*151·6*	*85·6*	*144·9*
	1925-26	154·6	545·0	141·0	59·7	138·8
Eastern Bengal	*1924-25*	*103·3*	*124·4*	*102·3*	*70·4*	*100·4*
	1925-26	94·8	135·7	91·8	54·1	94·7
Jodhpur	*1924-25*	*230·9*	*196·0*	*134·7*	*63·0*	*194·2*
	1925-26	180·0	290·0	113·4	63·6	158·7
Madras and Southern Mahratta	*1924-25*	*170·3*	*162·6*	*349·9*	*117·5*	*178·5*
	1925-26	179·3	131·5	358·7	74·2	183·1
Nizam's Guaranteed State	*1924-25*	*143·3*	*164·4*	*198·0*	*37·9*	*135·2*
	1925-26	130·8	159·6	203·4	19·9	119·3
Rohilkund & Kumaon	*1924-25*	*96·2*	*41·4*	*73·7*	*44·7*	*89·2*
	1925-26	100·7	48·8	52·0	39·8	90·5
South Indian	*1924-25*	*115·3*	*87·1*	*119·0*	*48·6*	*101·8*
	1925-26	117·8	113·4	116·0	56·5	108·3
TOTAL	*1924-25*	‡*160·6*	‡*176·6*	‡*189·4*	‡*79·0*	‡*151·8*
	1925-26	‡151·2	‡188·1	‡177·3	‡63·0	‡144·3
2′ 6″ AND 2′ 0″ GAUGES						
Bengal-Nagpur	*1924-25*	*55·2*	*109·0*	*132·4*	*48·0*	*63·0*
	1925-26	55·0	91·1	134·2	43·4	62·0
Bombay, Baroda and Central India	*1924-25*	*22·0*	*29·0*	*55·0*	*25·0*	*22·0*
	1925-26	21·0	29·0	68·0	20·0	22·0
Eastern Bengal	*1924-25*	*15·3*	*15·6*	*Nil*	*14·5*	*15·1*
	1925-26	13·4	14·7	*Nil*	12·6	13·4
Great Indian Peninsula	*1924-25*	*38·3*	*28·6*	*Nil*	*Nil*	*37·8*
	1925-26	37·2	32·0	*Nil*	*Nil*	36·9
Jodhpur (2′ 0″ gauge)	*1924-25*	*16·4*	*22·7*	*Nil*	*18·1*	*16·7*
	1925-26	18·5	20·0	*Nil*	14·3	18·5
North Western (Commercial)	*1924-25*	*48·0*	*41·8*	*49·0*	*24·6*	*41·6*
	1925-26	51·3	37·8	49·2	20·9	45·1
Do. (Military)	*1924-25*	*35·5*	*54·7*	*52·5*	*31·0*	*36·1*
	1925-26	38·3	46·4	44·6	28·6	38·1
Do. (Total)	*1924-25*	*45·5*	*46·9*	*55·2*	*25·7*	*41·9*
	1925-26	49·2	43·5	66·1	23·0	45·8
South Indian	*1924-25*	*34·4*	*Nil*	*19·3*	*42·1*	*34·3*
	1925-26	34·8	19·0	19·8	45·5	35·4
TOTAL	*1924-25*	‡*45·2*	‡*84·9*	‡*114·6*	‡*37·4*	‡*49·5*
	1925-26	‡45·1	‡71·3	‡116·6	‡36·6	‡49·4
TOTAL CLASS I RAILWAYS	*1924-25*	‡*210·2*	‡*270·4*	‡*241·8*	‡*63·8*	‡*206·8*
	1925-26	‡189·2	‡270·2	‡240·6	‡56·2	‡194·2

of Class I Railways for the years 1924-25 and 1925-26—concld.

EARNINGS FROM GOODS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED FOR CARRYING A TON OF GOODS ONE MILE.					
General merchandise including live stock.	Fuel for the public & foreign railways & for construction.	Fuel on revenue account.	Other revenue stores.	Total.	General merchandise including live stock.	Fuel for the public & foreign railways & for construction.	Fuel on revenue account.	Other revenue stores.	Total.	REMARKS.
25	26	27	28	29	30	31	32	33	34	35
Rs.	Rs.	Rs.	Rs.	Rs.						
3,60,81	*1,22,73*	*25,13*	*9,24*	*5,17,91*	*6·21*	*2·69*	*2·45*	*2·45*	*4·40*	
3,56,57	1,44,29	21,70	3,18	5,25,74	6·02	2·76	2·45	2·45	4·32	
3,86,83	*20,71*	*7,89*	*5,70*	*4,21,13*	*10·5*	*2·46*	*1·80*	*3·54*	*8·21*	
4,04,52	21,64	11,63	2,11	4,39,90	11·0	2·58	1·80	2·49	8·39	
1,75,88	*21,78*	*5,73*	*3,28*	*2,06,67*	*11·5*	*4·98*	*2·91*	*2·85*	*9·07*	
1,80,08	22,10	6,38	5,58	2,14,14	10·8	4·37	2·76	3·68	8·37	
5,64,48	*5,54,39*	*29,61*	*10,96*	*11,59,44*	*7·16*	*2·78*	*1·64*	*1·84*	*3·84*	
6,52,99	5,48,28	39,34	12,00	12,52,61	7·30	2·90	1·62	2·04	4·06	
8,64,65	*54,21*	*45,74*	*10,04*	*9,74,64*	*8·12*	*2·58*	*2·36*	*2·10*	*6·43*	
8,08,06	53,97	44,54	12,77	9,19,34	8·68	2·56	2·36	2·06	6·60	
2,50,96	*18,57*	*8,53*	*3,24*	*2,81,30*	*9·98*	*3·51*	*2·11*	*1·71*	*7·73*	
2,58,40	24,40	5,74	1,73	2,90,27	8·42	3·74	2·05	2·14	7·11	
49,07	*15,46*	*1,90*	*1,19*	*67,62*	*10·9*	*5·92*	*2·48*	*4·60*	*8·31*	
55,72	16,26	1,59	22	73,79	10·7	5·86	2·50	3·63	8·50	
9,55,64	*23,65*	*39,13*	*16,74*	*10,35,16*	*7·61*	*2·50*	*2·11*	*1·86*	*6·36*	
7,70,41	34,62	36,19	18,76	8,59,98	8·98	2·56	2·21	2·10	6·90	
70,89	*2,01*	*2,51*	*3,44*	*78,85*	*9·46*	*2·87*	*2·26*	*1·70*	*6·96*	
70,72	1,65	2,58	3,36	78,31	9·51	2·57	2·33	2·16	7·28	
10,26,53	*25,67*	*41,63*	*20,18*	*11,14,01*	*7·71*	*2·52*	*2·12*	*1·83*	*6·40*	
8,41,13	36,27	38,77	22,12	9,38,29	9·02	2·56	2·22	2·10	6·93	
1,09,77	*43,94*	*8,04*	*5,42*	*1,67,17*	*7·65*	*2·20*	*2·53*	*2·40*	*4·20*	
†	†	†	†	†	†	†	†	†	†	
73,29	*49*	*2,04*	*76*	*76,58*	*10·9*	*5·60*	*2·52*	*2·49*	*9·64*	
80,85	55	1,47	74	83,41	10·2	6·51	2·36	2·37	9·33	
38,62,27	*8,77,95*	*1,76,24*	*70,01*	*49,86,47*	*8·05*	*2·77*	*2·14*	*2·12*	*5·47*	
36,38,12	8,67,76	1,71,16	60,45	47,37,49	8·41	2·90	2·08	2·20	5·63	
71,11	*4,04*	*1,88*	*1,41*	*78,44*	*10·6*	*4·54*	*2·45*	*1·92*	*8·65*	
80,97	5,37	1,58	55	88,47	10·6	4·38	2·45	3·49	9·11	
1,48,98	*6,53*	*4,41*	*2,91*	*1,62,83*	*7·46*	*3·81*	*2·10*	*2·49*	*6·60*	
1,55,49	6,76	4,79	1,84	1,68,88	8·10	4·58	2·35	2·36	7·19	
2,98,91	*11,36*	*8,02*	*4,19*	*3,22,48*	*8·90*	*2·44*	*1·80*	*2·84*	*7·30*	
2,75,69	11,39	6,54	3,42	2,97,04	9·05	2·44	1·80	2·62	7·41	
2,33,35	*5,59*	*2,62*	*8,93*	*2,50,49*	*9·02*	*4·09*	*2·45*	*1·81*	*7·54*	
2,81,39	7,16	2,79	10,97	3,02,31	9·24	4·08	2·45	3·25	8·24	
96,87	*6,75*	*2,57*	*3,90*	*1,10,09*	*10·9*	*3·73*	*3·06*	*2·69*	*8·46*	
1,02,76	9,37	2,33	4,38	1,18,84	10·6	4·26	2·91	5·03	8·74	
63,11	*29*	*2,11*	*1,40*	*66,91*	*6·83*	*2·80*	*2·82*	*2·56*	*6·29*	
41,66	20	1,26	71	43,83	7·73	4·79	2·82	2·22	7·07	
1,91,51	*1,16*	*6,00*	*2,30*	*2,00,97*	*10·8*	*4·53*	*1·97*	*1·94*	*9·03*	
2,00,63	1,90	6,64	1,83	2,11,00	10·2	8·78	1·93	2·29	8·72	
47,59	*1,40*	*86*	*46*	*50,31*	*13·5*	*5·28*	*2·66*	*3·40*	*11·8*	
39,82	1,56	65	15	42,18	13·9	5·24	2·49	1·77	12·0	
31,83	*13*	*32*	*54*	*32,82*	*8·35*	*5·10*	*2·45*	*2·45*	*7·83*	
33,13	14	25	62	34,14	7·90	4·28	2·45	2·45	7·46	
1,56,68	*1,17*	*3,21*	*3,46*	*1,64,52*	*13·1*	*7·56*	*2·80*	*2·45*	*11·2*	
1,68,53	2,20	2,64	2,96	1,76,33	12·2	8·03	2·58	2·28	10·7	
13,39,94	*38,42*	*32,00*	*29,50*	*14,39,86*	*9·49*	*3,42*	*2·19*	*2·22*	*7·99*	
13,80,07	46,05	29,47	27,43	14,83,02	9·63	3·78	2·18	2·97	8·32	
23,41	*2,35*	*93*	*66*	*27,35*	*10·5*	*4·97*	*2·45*	*2·45*	*8·19*	
21,85	2,18	96	54	25,53	11·4	5·41	2·45	2·45	8·70	
4,65	*7*	*1*	*1*	*4,74*	*18·8*	*10·5*	*1·80*	*3·28*	*18·2*	
4,88	12	2	1	5,03	20·4	11·3	1·84	7·68	19·3	
18	*Nil*	*Nil*	*1*	*19*	*13·4*	*4·41*	*Nil*	*3·21*	*10·9*	
15	1	*Nil*	1	17	11·2	4·47	*Nil*	3·22	10·3	
9,14	*13*	*Nil*	*Nil*	*9,27*	*22·5*	*7·29*	*Nil*	*Nil*	*21·9*	
7,72	14	*Nil*	*Nil*	7,86	22·8	6·78	*Nil*	*Nil*	21·9	
15	*Nil*	*Nil*	*Nil*	*15*	*37·6*	*5·02*	*Nil*	*3·46*	*34·0*	
12	*Nil*	*Nil*	*Nil*	12	19·8	5 79	*Nil*	3·29	18·8	
13,13	*65*	*9*	*35*	*14,22*	*26·3*	*10·7*	*3·84*	*3·40*	*20·8*	
13,88	1,05	20	27	15,40	27·6	19·5	5·57	5·84	24·1	
3,04	*8*	*4*	*6*	*3,22*	*12·7*	*2·37*	*3·79*	*3·53*	*11·5*	
2,38	6	5	6	2,55	12·0	5·99	3·74	4·21	10·8	
16,17	*73*	*13*	*41*	*17,44*	*21·9*	*9·98*	*3·82*	*3·42*	*18·1*	
16,26	1,11	25	33	17,95	23·2	17·5	5·06	5·44	20·5	
1,29	*Nil*	*Nil*	*1*	*1,30*	*16·4*	*Nil*	*2·86*	*2·35*	*15·7*	
1,31	*Nil*	*Nil*	2	1,33	15·8	4·66	3·12	2·42	14·6	
54,99	*3,28*	*1,07*	*1,10*	*60,44*	*14·8*	*5·75*	*2·56*	*2·76*	*11·9*	
52,29	3,56	1.23	91	57,99	15 8	7·10	2·74	3·10	12·86	
52,57,20	*9,19,65*	*2,09,31*	*1,00,61*	*64,86,77*	*8·42*	*2·80*	*2·15*	*2·16*	*5·91*	
50,70,48	9,17,37	2,01,86	88,79	62,78,50	8·76	2·94	2·10	2·40	6·13	

‡*Columns 3 to 6, 8 to 9, 26 to 24.*—In these totals consignments passing over two or more railways are considered as two or more separate consignments.

† Included in E. I. Railway figures.

14.—*Statement of Revenue Earnings and Expenses*

Railway.	Gauge.	Year.	Capital at charge per route mile.	Gross earnings (in thousands of rupees). §	Gross earnings per mean mile worked.
1	2	3	4	5	6
Assam-Bengal	3′ 3¾″	*1924-25*	*1,95,676*	*1,61,56*	*14,741*
		1925-26	1,99,186	1,81,39	16,491
Bengal and North-Western	3′ 3¾″	*1924-25*	*94,881*	*3,35,49*	*16,033*
		1925-26	96,015	3,48,51	16,562
Bengal Nagpur	5′ 6″	*1924-25*	*2,17,158*	*7,78,16*	*38,778*
		1925-26	2,23,010	7,89,08	38,741
	2′ 6″	*1924-25*	*	*55,65*	*6,222*
		1925-26	*	55,29	6,183
Bombay, Baroda and Central India	5′ 6″	*1924-25*	*1,82,683*	*7,17,41*	*54,172*
		1925-26	1,86,760	7,38,87	55,792
	3′ 3¾″	*1924-25*	*	*5,91,74*	*24,474*
		1925-26	*	5,66,85	23,104
	2′ 6″	*1924-25*	*	*11,36*	*7,410*
		1925-26	*	12,17	7,890
Burma	3′ 3¾″	*1924-25*	*1,51,213*	*4,30,00*	*24,886*
		1925-26	1,55,246	4,94,72	27,402
	2′ 6″	*1924-25*	†	*79*	*4,938*
		1925-26	†	81	‡
Eastern Bengal	5′ 6″	*1924-25*	*2,60,371*	*3,83,11*	*57,067*
		1925-26	2,68,406	3,99,07	59,128
	3′ 3¾″	*1924-25*	*	*2,36,92*	*22,046*
		1925-26	*	2,50,41	24,213
East Indian	5′ 6″	*1924-25*	*3,63,859*	*17,65,08*	*61,368*
		1925-26	3,31,129	20,08,54	51,636
Great Indian Peninsula	5′ 6″	*1924-25*	*3,04,301*	*15,69,28*	*43,013*
		1925-26	3,04,783	15,14,72	44,670
	2′ 6″	*1924-25*	*	*21,30*	*10,579*
		1925-26	*	18,37	9,119
Jodhpur	3′ 3¾″	*1924-25*	*44,095*	*1,14,43*	*13,816*
		1925-26	47,355	92,31	10,969
	2′ 0″	*1924-25*	*11,604*	*50*	*2,007*
		1925-26	†	49	1,941
Madras and Southern Mahratta	5′ 6″	*1924-25*	*1,79,263*	*4,65,62*	*43,165*
		1925-26	1,83,579	4,89,05	45,337
	3′ 3¾″	*1924-25*	*	*3,50,67*	*17,516*
		1925-26	*	3,61,12	18,012
Nizam's Guaranteed State	5′ 6″	*1924-25*	*1,61,124*	*1,03,09*	*25,157*
		1925-26	1,61,955	1,17,79	28,557
	3′ 3¾″	*1924-25*	*94,198*	*89,86*	*16,254*
		1925-26	91,196	82,04	14,331
North Western (Commercial)	5′ 6″	*1924-25*	*2,21,004*	*17,32,46*	*44,343*
		1925-26	2,14,519	15,91,28	37,599
	2′ 6″	*1924-25*	*	*39,06*	*13,084*
		1925-26	*	38,48	13,049
Do. (Military).	5′ 6″	*1924-25*	*1,80,811*	*1,53,27*	*10,052*
		1925-26	1,81,181	1,57,92	10,263
	2′ 6″	*1924-25*	*	*6,60*	*3,656*
		1925-26	*	6,15	3,409
Do. (Total)	..	*1924-25*	*2,09,606*	*19,31,39*	*33,399*
		1925-26	2,05,314	17,93,83	29,035
Oudh and Rohilkhand	5′ 6″	*1924-25*	*2,01,922*	*3,75,20*	*23,141*
		1925-26	‖	‖	‖
Rohilkund and Kumaon	3′ 3¾″	*1924-25*	*60,085*	*66,95*	*11,666*
		1925-26	60,177	67,94	11,871
South Indian	5′ 6″	*1924-25*	*1,48,695*	*1,52,94*	*34,000*
		1925-26	1,62,943	1,62,56	36,143
	3′ 3¾″	*1924-25*	*	*3,97,45*	*29,419*
		1925-26	*	4,18,87	31,058
	2′ 6″	*1924-25*	*	*3,31*	*3,353*
		1925-26	*	3,55	3,595
TOTAL CLASS I RAILWAYS	..	*1924-25*	*2,06,025*	*1,11,09,26*	*32,003*
		1925-26	2,10,394	1,09,68,35	31,570

* Included in 5′ 6″ gauge. † Included in 3′ 3¾″ gauge. ‡ Not available.

§The gross earnings [col.(5)], (working expenses [col. (9)] and net earnings [col. (12)] include figures relating to steam boat service,

‖ Included in E. I. R. 5′6″ gauge figures.

of Class I Railways rated against selected units for the years 1924-25 and 1925-26.

Gross earnings per mean mile worked per week. 7	Gross earnings per train mile. 8	Total working expenses (in thousands of rupees). § 9	Working expenses per mean mile worked per week. 10	Working expenses per train mile. 11	Net earnings (in thousands of rupees). § 12	Net earnings per mean mile worked. 13	Net earnings per train mile. 14
283·5	*5·92*	*97,54*	*164·8*	*3·44*	*64,02*	*6,169·0*	*2·48*
317·1	6·34	99,03	168·1	3·36	82,36	7,748·0	2·98
307·3	*5·10*	*1,52,22*	*133·7*	*2·22*	*1,83,27*	*9,058·5*	*2·88*
317·6	5·35	1,43,48	125·0	2·11	2,05,03	10,046·2	3·25
743·7	*7·40*	*4,91,53*	*465·4*	*4·63*	*2,86,63*	*14,511·3*	*2·77*
743·0	7·56	4,86,97	451·6	4·60	3,02,11	15,193·1	2·96
119·3	*3·61*	*44,47*	*95·3*	*2·88*	*11,18*	*1,250·7*	*0·73*
118·6	3·62	40,03	85·8	2·62	15,26	1,707·2	1·00
1,041·8	*8·89*	*4,20,32*	*810·3*	*5·21*	*2,97,09*	*22,433·4*	*3·68*
1,070·0	9·10	4,73,96	686·4	5·83	2,64,91	16,983·4	3·27
470·7	*5·87*	*3,31,89*	*264·0*	*3·29*	*2,59,85*	*10,747·4*	*2·58*
443·1	5·82	3,27,07	255·6	3·36	2,39,78	9,777·2	2·46
142·1	*6·09*	*5,45*	*68·2*	*2·93*	*5,91*	*3,851·1*	*3·16*
151·3	5·85	6,38	79·4	3·07	5,79	3,751·3	2·78
477·3	*5·87*	*2,53,31*	*278·7*	*3·43*	*1,76,69*	*10,352·0*	*2·44*
525·5	6·85	2,76,07	290·4	3·78	2,18,65	12,260·6	3·07
95·0	‡	*1,00*	*120·2*	‡	*—21*	*—1,312·5*	‡
‡	‡	71	‡	‡	10	‡	‡
1,097·0	*8·00*	*2,64,62*	*756·0*	*5·52*	*1,18,49*	*17,716·0*	*2·00*
1,137·0	8·25	2,94,26	840·0	6·09	1,04,81	15,456·0	2·16
424·0	*6·15*	*1,74,18*	*301·0*	*4·37*	*62,74*	*6,379·0*	*2·00*
465·6	6·04	1,76,69	313·4	4·32	73,72	6,338·2	1·17
1,176·9	*7·02*	*10,53,58*	*702·0*	*4·19*	*7,11,50*	*24,763·1*	*2·83*
990·3	7·08	12,15,21	598·7	4·28	7,93,33	20,417·4	2·80
920·5	*7·64*	*9,42,13*	*552·3*	*4·58*	*6,27,15*	*19,205·0*	*3·06*
856·8	7·36	10,93,49	618·1	5·31	4,21,23	12,440·0	2·05
203·0	*6·43*	*9,59*	*91·0*	*2·90*	*11,71*	*5,818·4*	*3·53*
175·0	5·98	8,27	78·4	2·69	10,10	5,015·5	3·29
264·9	*5·29*	*68,11*	*157·7*	*3·15*	*46,32*	*5,592·7*	*2·14*
210·4	5·51	65,04	148·2	3·88	27,27	3,240·3	1·63
38·5	*2·72*	*32*	*24·6*	*1·74*	*18*	*726·7*	*0·98*
37·2	2·63	27	20·9	1·47	22	854·1	1·16
828·1	*8·08*	*2,52,73*	*449·4*	*4·38*	*2,12,89*	*19,735·7*	*3·70*
869·4	8·37	2,73,95	487·2	4·69	2,15,10	19,940·8	3·68
336·0	*4·82*	*1,89,77*	*181·3*	*2·60*	*1,60,90*	*8,071·2*	*2·22*
345·1	4·88	2,09,15	200·9	2·84	1,51,97	7,546·6	2·04
482·5	*7·24*	*39,00*	*182·5*	*2·74*	*64,09*	*15,640·8*	*4·50*
547·7	8·79	54,16	251·8	4·04	63,63	15,427·1	4·75
311·7	*6·35*	*40,98*	*142·2*	*2·90*	*48,88*	*8,840·1*	*3·46*
274·8	6·50	40,24	134·8	3·19	41,80	7,300·8	3·31
850·4	*9·55*	*10,25,57*	*501·6*	*5·63*	*7,06,89*	*18,187·0*	*3·92*
721·1	8·71	10,00,96	451·4	5·45	5,90,32	14,063·2	3·26
250·9	*5·55*	*32,83*	*244·4*	*5·41*	*6,23*	*339·0*	*0·14*
250·3	5·84	32,13	244·1	5·70	6,35	324·0	0·14
192·8	*5·13*	*1,83,58*	*230·9*	*6·14*	*—30,31*	*—1,987·9*	*—1·01*
196·8	5·48	1,68,23	209·7	5·84	—10,31	—671·4	—0·36
70·1	*3·05*	*12,18*	*129·4*	*5·64*	*—5,58*	*—3,094·8*	*—2·58*
65·4	3·13	11,70	124·3	5·96	—5,55	—3,074·1	—2·83
642·3	*8·78*	*12,54,16*	*417·1*	*5·70*	*6,77,23*	*11,711·1*	*3·08*
558·4	8·17	12,13,02	377·6	5·52	5,80,81	9,400·9	2·64
443·8	*7·05*	*2,77,79*	*368·1*	*5·82*	*97,41*	*4,049·8*	*1·23*
‖	‖	‖	‖	‖	‖	‖	‖
224·3	*5·69*	*33,60*	*112·6*	*2·86*	*33,35*	*5,811·4*	*2·83*
228·3	5·58	34,09	114·6	2·80	33,85	5,914·3	2·78
652·1	*7·40*	*80,79*	*344·4*	*3·91*	*72,15*	*16,043·2*	*3·49*
693·1	7·27	1,06,51	455·0	4·77	56,05	12,416·0	2·50
564·2	*5·70*	*2,21,20*	*313·2*	*3·16*	*1,76,25*	*13,088·9*	*2·53*
595·6	5·91	2,29,83	325·8	3·23	1,89,04	14,067·6	2·68
64·3	*2·04*	*3,64*	*71·9*	*2·25*	*—33*	*—348·4*	*—0·21*
68·9	2·18	4,70	91·3	2·88	—1,15	—1,163·9	—0·70
616·0	*7·12*	*67,03,92*	*371·2*	*4·30*	*44,05,34*	*12,702·5*	*2·82*
607·1	7·11	68,72,58	380·4	4·46	40,35,77	11,788·7	2·66

but while calculating working results, the Steam Boat earnings and expenses have been excluded.

15.—*Results of working of Class I Railways*

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			COACHING TRAFFIC.		
		Total working expenses for coaching and goods traffic including the balance only of the payments to other lines for mileage, hire, etc., charges & excluding steam boat expenses.	Col. 3 divided in the ratio of gross ton mileage.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	*1924-25*	*4,67,39,115*	*1,20,61,715*	*3,46,77,400*	*5·64*	*2·87*	*2·77*
	1925-26	4,60,52,116	1,17,49,003	3,43,03,113	5·55	2·71	2·84
Bombay, Baroda and Central India	*1924-25*	*4,07,93,888*	*1,68,82,854*	*2,39,11,034*	*5·96*	*3·63*	*2·33*
	1925-26	4,59,47,265	1,95,01,410	2,64,45,855	5·89	4·04	1·85
Eastern Bengal	*1924-25*	*2,56,88,544*	*1,53,43,995*	*1,03,44,549*	*4·75*	*4·56*	*0·19*
	1925-26	2,86,70,046	1,51,82,500	1,34,87,546	4·98	4·40	0·58
East Indian	*1924-25*	*10,33,04,568*	*2,54,46,347*	*7,78,58,221*	*5·44*	*2·45*	*2·99*
	1925-26	11,90,69,750	3,47,55,015	8,43,14,735	5·18	2·55	2·63
Great Indian Peninsula	*1924-25*	*9,15,53,896*	*3,23,77,204*	*5,91,76,692*	*5·02*	*2·92*	*2·10*
	1925-26	10,67,88,194	4,08,85,919	6,59,02,275	4·63	3·44	1·19
Madras and Southern Mahratta	*1924-25*	*2,46,07,788*	*1,03,22,177*	*1,42,85,611*	*5·28*	*3·09*	*2·19*
	1925-26	2,62,77,401	1,11,72,450	1,51,04,951	5·27	3·19	2·08
Nizam's Guaranteed State	*1924-25*	*35,86,870*	*13,95,243*	*21,91,627*	*3·88*	*1·77*	*2·11*
	1925-26	42,43,991	15,96,428	26,47,563	4·31	2·20	2·11
North Western	*1924-25*	*11,87,71,488*	*4,57,84,596*	*7,29,86,532*	*5·97*	*3·87*	*2·10*
	1925-26	11,42,08,630	5,31,69,705	6,10,98,925	5·72	3·96	1·76
Oudh and Rohilkhand	*1924-25*	*2,72,59,267*	*1,15,70,400*	*1,56,88,866*	*6·02*	*3·85*	*2·17*
	1925-26	*	*	*	*	*	*
South Indian	*1924-25*	*67,95,810*	*36,01,509*	*31,94,301*	*4·60*	*2·67*	*1·93*
	1925-26	93,57,936	48,59,600	44,98,336	4·52	3·35	1·17
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1924-25*	*88,96,323*	*43,14,717*	*45,81,606*	*5·71*	*3·24*	*2·47*
	1925-26	91,02,482	43,01,833	48,00,649	6·16	3·12	3·04
Bengal and North-Western	*1924-25*	*1,42,41,005*	*68,16,527*	*74,24,478*	*4·88*	*1·91*	*2·79*
	1925-26	1,37,16,773	66,22,742	70,94,031	5·06	1·80	3·26
Bombay, Baroda and Central India	*1924-25*	*3,22,26,749*	*1,25,51,454*	*1,96,74,695*	*5·24*	*2·56*	*2·68*
	1925-26	3,15,76,472	1,34,09,148	1,81,67,324	4·97	2·58	2·39
Burma	*1924-25*	*2,41,40,424*	*81,15,975*	*1,60,24,449*	*5·56*	*2·68*	*2·88*
	1925-26	2,62,20,777	95,06,696	1,67,14,081	5·72	3·00	2·72
Eastern Bengal	*1924-25*†	*1,61,23,051*	*87,42,520*	*73,80,531*	*5·34*	*4·04*	*1·30*
	1925-26	1,62,46,270	81,78,810	80,67,460	5·49	3·65	1·84
Jodhpur	*1924-25*	*65,39,247*	*19,58,104*	*45,81,143*	*5·76*	*2·52*	*3·24*
	1925-26	61,50,101	24,40,033	37,10,068	5·68	3·09	2·59
Madras and Southern Mahratta	*1924-25*	*1,82,17,943*	*73,13,648*	*1,09,04,295*	*4·32*	*2·28*	*2·04*
	1925-26	2,00,70,514	80,40,661	1,20,29,853	4·14	2·43	1·71
Nizam's Guaranteed State	*1924-25*	*38,44,292*	*19,69,877*	*18,74,415*	*3·67*	*1·98*	*1·69*
	1925-26	35,56,352	19,13,763	16,42,589	3·80	2·07	1·73
Rohilkund and Kumaon	*1924-25*	*32,61,372*	*13,52,389*	*19,08,983*	*6·70*	*3·03*	*3·67*
	1925-26	33,33,517	13,86,167	19,47,350	5·65	2·55	3·10
South Indian	*1924-25*	*2,12,50,705*	*1,11,49,170*	*1,01,01,535*	*5·41*	*2·75*	*2·66*
	1925-26	2,15,80,803	1,16,08,221	99,72,582	5·12	2·63	2·49

* Included in the E. I. Ry. figures.

† Includes figures for narrow gauge line.

or the years 1924-25 and 1925-26.

Goods Traffic.						
Goods earnings per train mile.	Earnings per goods vehicle per mile (excluding brakes).	Cost of hauling a goods vehicle one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit one mile (including interest on capital expended on open line at the rate of 5½ per cent. per annum.)	Profit on working a goods vehicle one mile.	Profit on working a goods unit (*viz.*, one ton) one mile.
9	10	11	12	13	14	15
Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
9·00	*45·9*	*30·5*	*3·01*	*4·88*	*15·4*	*1·39*
8·79	43·7	28·2	2·82	4·72	15·5	1·54
13·30	*62·1*	*35·0*	*4·57*	*8·45*	*27·1*	*3·64*
13·30	65·1	39·4	5·04	8·97	25·7	3·35
16·50	*62·9*	*30·9*	*4·67*	*11·50*	*32·0*	*4·40*
15·80	64·8	40·4	5·27	8·17	24·4	3·10
7·97	*34·3*	*23·7*	*2·59*	*4·34*	*10·6*	*1·25*
8·62	36·0	24·1	2·73	4·52	11·9	1·33
11·70	*61·1*	*36·8*	*3·96*	*5·98*	*24·3*	*2·47*
10·70	57·0	40·5	4·73	7·49	16·5	1·92
13·00	*62·5*	*31·6*	*4·04*	*6·16*	*30·9*	*3·69*
12·60	64·7	33·6	3·79	5·70	31·1	3·32
12·10	*74·7*	*24·1*	*2·72*	*7·46*	*50·6*	*5·59*
12·20	75·2	26·8	3·05	5·80	48·4	5·45
13·60	*55·9*	*35·2*	*4·29*	*6·52*	*20·7*	*2·11*
13·10	58·9	37·8	4·72	7·05	21·1	2·21
8·73	*39·2*	*36·5*	*4·13*	*6·82*	*2·7*	*0·07*
*	*	*	*	*	*	*
11·90	*83·9*	*34·8*	*4·07*	*9·96*	*49·1*	*5·57*
10·80	82·0	44·0	5·03	7·57	38·0	4·35
6·30	*43·2*	*25·1*	*5·29*	*18·30*	*18·1*	*3·36*
6·36	42·9	23·2	4·94	11·10	19·7	4·17
5·83	*38·9*	*17·5*	*2·52*	*6·11*	*21·4*	*4·08*
5·73	37·8	15·8	3·02	5·41	22·0	4·17
6·50	*36·7*	*22·4*	*4·52*	*7·34*	*14·4*	*2·78*
6·56	37·8	23·1	4·54	6·33	14·8	2·88
7·97	*46·7*	*29·8*	*4·82*	*9·19*	*16·9*	*2·73*
7·56	49·4	27·2	4·55	7·18	22·2	3·70
8·59	*38·8*	*25·7*	*6·17*	*12·70*	*13·1*	*2·38*
7·75	37·5	25·2	5·93	§8·85	12·3	2·81
4·93	*26·3*	*18·0*	*4·30*	*6·20*	*8·3*	*1·99*
4·98	28·1	23·7	5·98	8·17	4·37	1·09
5·54	*40·9*	*22·1*	*5·03*	*7·78*	*18·8*	*4·00*
5·37	41·8	23·7	5·10	7·69	18·1	3·62
13·40	*67·6*	*25·0*	*4·46*	*11·30*	*42·6*	*7·34*
12·70	66·9	26·0	4·68	8·51	40·9	7·32
5·20	*44·1*	*25·6*	*4·55*	*7·78*	*19·5*	*3·28*
5·13	45·1	25·6	4·25	7·21	19·5	2·99
8·03	*45·0*	*27·3*	*7·19*	*14·60*	*17·7*	*4·01*
6·93	45·4	26·6	6·36	9·30	18·8	4·54

§ Including narrow gauge.

16.—Statement of ton mileage of Class I Railways for the years 1924-25 and 1925-26 (In thousands.)

Railway.	Year.	Net or freight ton miles.	Gross ton miles (excluding weight of engine).		Gross ton miles (including weight of engine).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal-Nagpur	*1924–25*	*2,213,898*	*1,257,806*	*4,151,820*	*1,673,359*	*4,810,903*
	1925–26	2,305,445	1,332,623	4,456,448	1,772,888	5,176,233
Bombay, Baroda and Central India	*1924–25*	*985,435*	*1,333,486*	*2,190,268*	*1,827,125*	*2,480,587*
	1925–26	1,006,875	1,311,269	2,133,185	1,800,265	2,441,338
Eastern Bengal	*1924–25*	*425,394*	*1,410,514*	*1,029,198*	*1,675,273*	*1,129,429*
	1925–26	468,521	1,101,476	1,116,604	1,390,219	1,235,016
East Indian	*1924–25*	*5,771,887*	*3,155,199*	*11,216,784*	*4,109,086*	*12,572,575*
	1925–26	5,887,039	4,186,964	11,787,992	5,530,103	13,326,207
Great Indian Peninsula	*1924–25*	*3,081,910*	*2,910,788*	*5,914,949*	*3,864,710*	*7,063,634*
	1925–26	2,844,675	3,190,739	5,775,431	4,161,682	6,708,039
Madras and Southern Mahratta	*1924–25*	*678,512*	*916,759*	*1,476,080*	*1,245,173*	*1,723,285*
	1925–26	766,164	1,004,246	1,573,350	1,350,590	1,825,973
Nizam's Guaranteed State	*1924–25*	*156,146*	*153,136*	*311,580*	*232,285*	*364,871*
	1925–26	164,531	154,550	330,168	235,908	391,236
North Western	*1924–25*	*3,264,869*	*3,522,295*	*6,599,584*	*4,662,413*	*7,432,428*
	1925–26	2,485,068	4,014,238	5,333,044	5,306,167	6,097,478
Oudh and Rohilkhand	*1924–25*	*729,453*	*915,888*	*1,435,413*	*1,210,127*	*1,628,666*
	1925–26	*	*	*	*	*
South Indian	*1924–25*	*150,770*	*299,366*	*319,951*	*430,335*	*382,122*
	1925–26	169,692	332,884	361,833	469,126	437,072
Total	*1924–25*	*17,458,274*	*15,875,237*	*34,645,627*	*20,921,386*	*39,588,500*
	1925–26	16,098,010	16,628,989	32,868,055	22,016,948	37,638,592
3′ 3⅜″ Gauge.						
Assam-Bengal	*1924–25*	*166,249*	*324,692*	*348,796*	*395,705*	*421,171*
	1925–26	183,079	349,466	385,448	429,684	479,419
Bengal and North Western	*1924–25*	*565,746*	*771,775*	*878,897*	*947,530*	*1,032,038*
	1925–26	435,195	760,512	870,818	945,618	1,012,910
Bombay, Baroda and Central India	*1924–25*	*835,505*	*941,812*	*1,610,240*	*1,186,778*	*1,860,302*
	1925–26	731,956	959,170	1,422,580	1,219,188	1,651,811
Burma	*1924–25*	*638,245*	*588,345*	*1,261,334*	*762,775*	*1,506,048*
	1925–26	666,204	649,823	1,242,576	833,170	1,464,827
Eastern Bengal	*1924–25*	*229,412*	*668,449*	*595,117*	*779,602*	*662,118*
	1925–26	238,656	567,412	602,284	694,284	684,832
Jodhpur	*1924–25*†	*87,128*	*80,698*	*180,982*	*105,519*	*220,817*
	1925–26	117,972	152,322	246,320	198,194	301,354
Madras and Southern Mahratta	*1924–25*	*416,397*	*551,028*	*889,691*	*730,076*	*1,088,507*
	1925–26	452,770	586,499	943,002	768,828	1,150,265
Nizam's Guaranteed State	*1924–25*	*81,731*	*137,533*	*157,109*	*192,187*	*183,874*
	1925–26	65,970	127,331	131,451	180,045	154,533
Rohilkund and Kumaon	*1924–25*	*80,497*	*103,675*	*147,562*	*129,985*	*173,460*
	1925–26	83,620	105,143	158,992	132,178	185,690
South Indian	*1924–25*	*269,619*	*625,468*	*636,757*	*829,743*	*751,111*
	1925–26	299,952	705,347	694,294	920,931	821,487
Total	*1924–25*	*3,370,529*	*4,793,475*	*6,706,485*	*6,050,900*	*7,900,111*
	1925–26	3,275,365	4,963,025	6,697,765	6,322,120	7,907,128
2′ 6″ & 2′ 0″ Gauges.						
Bengal Nagpur	*1924–25*	*59,729*	*111,892*	*132,438*	*151,249*	*173,243*
	1925–26	52,268	115,188	122,801	156,072	160,862
Bombay, Baroda and Central India	*1924–25*	*5,003*	*12,690*	*10,708*	*15,201*	*13,601*
	1925–26	5,069	15,026	10,723	18,024	13,743
Eastern Bengal	*1924–25*	*276*	*4,494*	*712*	*5,755*	*889*
	1925–26	260	3,900	896	4,991	1,187
Great Indian Peninsula	*1924–25*	*10,837*	*18,956*	*22,035*	*26,323*	*29,384*
	1925–26	9,267	17,760	22,869	24,717	29,526
Jodhpur	*1924–25*†	*47*	*57*	*116*	*156*	*149*
	1925–26	123	526	244	718	313
North-Western	*1924–25*	*16,671*	*33,827*	*42,031*	*49,233*	*61,463*
	1925–26	16,024	34,182	39,219	49,722	58,937
South Indian	*1924–25*	*1,531*	*7,760*	*4,643*	*12,685*	*6,251*
	1925–26	1,613	7,888	4,247	12,568	6,006
Total	*1924–25*	*94,004*	*189,676*	*212,683*	*260,602*	*284,980*
	1925–26	84,564	194,470	200,999	266,812	270,574
Total Class I Railways	*1924–25*	*20,922,897*	*20,858,388*	*41,564,795*	*27,241,818*	*47,773,591*
	1925–26	19,457,939	21,786,484	39,766,819	28,605,880	45,816,294

* Included in the E. I. Railway figures.
† For the half year ended 31st March 1925.

17.—Statement of Train and Engine Mileage of Class I Railways for the years 1924-25 and 1925-26 (In thousands.)

Railway.	Year.	TRAIN MILES.						
		Main lines.		Branch lines.		Total Main and Branch lines.		
		Mixed.	Goods.	Mixed.	Goods.	Passenger.	Mixed.	Goods.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal-Nagpur	*1924-25*	*135*	*5,542*	*147*	*123*	*4,040*	*282*	*5,665*
	1925-26	116	5,602	159	142	4,192	275	5,744
Bombay, Baroda and Central India	*1924-25*	*473*	*2,179*	*373*	*316*	*4,563*	*846*	*2,495*
	1925-26	461	2,141	406	313	4,598	867	2,454
Eastern Bengal	*1924-25*	*42*	*1,210*	*37*	*40*	*3,316*	*79*	*1,250*
	1925-26	11	1,155	88	114	3,383	99	1,269
East Indian	*1924-25*	*210*	*11,985*	*655*	*1,578*	*9,748*	*865*	*13,563*
	1925-26	113	11,737	1,083	2,036	12,778	1,196	13,773
Great Indian Peninsula	*1924-25*	*24*	*6,451*	*707*	*1,615*	*10,622*	*731*	*8,066*
	1925-26	24	6,229	536	1,704	11,325	560	7,933
Madras and Southern Mahratta	*1924-25*	*166*	*1,994*	*122*	*14*	*3,220*	*288*	*2,008*
	1925-26	2	1,439	300	503	3,400	302	1,942
Nizam's Guaranteed State	*1924-25*	..	*511*	*75*	*6*	*756*	*75*	*517*
	1925-26	..	521	77	1	696	77	522
North Western	*1924-25*	*964*	*5,042*	*2,365*	*2,655*	*9,148*	*3,329*	*7,697*
	1925-26	1,010	4,214	2,783	2,463	10,195	3,793	6,677
Oudh and Rohilkhand	*1924-25*	*56*	*1,539*	*633*	*180*	*2,524*	*689*	*1,719*
	1925-26	†	†	†	†	†	†	†
South Indian	*1924-25*	*344*	*492*	*8*	..	*1,147*	*352*	*492*
	1925-26	387	574	..	..	1,220	387	574
Total	*1924-25*	*2,414*	*36,945*	*5,122*	*6,527*	*49,084*	*7,536*	*43,472*
	1925-26	2,124	33,612	5,432	7,276	51,787	7,556	40,888
3′ 3⅜″ Gauge.								
Assam-Bengal	*1924-25*	*985*	*263*	*731*	*185*	*418*	*1,716*	*448*
	1925-26	1,022	335	752	200	422	1,774	535
Bengal and North-Western	*1924-25*	*399*	*1,094*	*3,089*	*259*	*1,541*	*3,488*	*1,353*
	1925-26	410	1,095	3,074	294	1,602	3,484	1,389
Bombay, Baroda and Central India	*1924-25*	*559*	*2,105*	*1,733*	*1,941*	*3,535*	*2,292*	*4,046*
	1925-26	583	1,696	1,739	1,833	3,726	2,322	3,529
Burma	*1924-25*	*1,683*	*1,456*	*1,446*	*518*	*1,075*	*3,129*	*1,974*
	1925-26	1,762	1,721	1,526	530	1,096	3,288	2,251
Eastern Bengal	*1924-25*	*939*	*996*	*208*	*17*	*1,192*	*1,147*	*1,013*
	1925-26	931	1,153	323	37	1,211	1,254	1,190
Jodhpur	*1924-25**	*342*	*402*	*78*	*17*	*182*	*420*	*419*
	1925-26	589	406	270	23	372	859	429
Madras and Southern Mahratta	*1924-25*	*1,529*	*2,658*	*215*	*61*	*2,399*	*1,744*	*2,719*
	1925-26	751	2,098	937	679	2,524	1,688	2,777
Nizam's Guaranteed State	*1924-25*	..	*307*	*122*	*17*	*929*	*122*	*324*
	1925-26	..	249	117	24	843	117	273
Rohilkund and Kumaon	*1924-25*	*492*	*95*	*221*	*16*	*224*	*713*	*111*
	1925-26	479	103	252	16	230	731	119
South Indian	*1924-25*	*164*	*1,127*	*838*	*595*	*3,359*	*1,052*	*1,722*
	1925-26	275	1,275	868	582	3,624	1,143	1,857
Total	*1924-25*	*7,092*	*10,503*	*8,731*	*3,626*	*14,854*	*15,823*	*14,129*
	1925-26	6,802	10,131	9,858	4,218	15,650	16,660	14,349
2′ 6″ & 2′ 0″ Gauges.								
Bengal-Nagpur	*1924-25*					*231*	*730*	*544*
	1925-26					281	716	508
Bombay, Baroda and Central India	*1924-25*					*1*	*181*	*4*
	1925-26					1	195	11
Eastern Bengal	*1924-25*					..	*108*	..
	1925-26					1	95	..
Great Indian Peninsula	*1924-25*					..	*294*	1
	1925-26					1	292	..
Jodhpur	*1924-25**					..	*9*	..
	1925-26					..	19	..
North Western	*1924-25*					*142*	*321*	*339*
	1925-26					137	314	357
South Indian	*1924-25*					..	*160*	..
	1925-26					..	160	..
Total	*1924-25*					*374*	*1,803*	*888*
	1925-26					421	1,791	876
Total Class I Railways	*1924-25*					*64,312*	*25,162*	*58,489*
	1925-26					67,858	26,007	56,113

* For the half year ended 31st March 1925.
† Included in E. I. Ry. figures.

17.—Statement of Train and Engine Mileage of Class I Railways

Railway.	Year.	Train Miles.					Rail motor car miles.	Shunting Miles.					
		Main and Branch lines.			Departmental.‡			Passenger and proportion of mixed.			Goods and proportion of mixed.		
		Passenger and proportion of mixed.	Goods and proportion of mixed.	Total.	Passenger.	Goods.		Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.
10	11	12	13	14	15	16	17	18	19	20	21	22	23
5′ 6″ Gauge.													
Bengal-Nagpur	*1924-25*	*4,207*	*5,780*	*9,987*	*11*	*479*	..	*479*	*1*	*480*	*2,739*	*168*	*2,907*
	1925-26	4,338	5,873	10,211	12	169	..	493	..	493	2,812	130	2,942
Bombay, Baroda and Central India.	*1924-25*	*4,772*	*3,132*	*7,904*	*4*	*162*	..	*168*	*27*	*195*	*966*	*34*	*1,000*
	1925-26	4,833	3,086	7,919	6	198	..	133	5	138	1,120	19	1,139
Eastern Bengal	*1924-25*	*3,367*	*1,278*	*4,645*	*9*	*142*	..	*280*	*2*	*282*	*1,431*	*1*	*1,432*
	1925-26	3,451	1,300	4,751	9	68	..	271	2	273	1,188	25	1,213
East Indian	*1924-25*	*10,397*	*13,779*	*24,176*	*121*	*843*	..	*544*	..	*544*	*6,126*	*2*	*6,128*
	1925-26	13,614	14,133	27,747	127	494	..	763	1	764	5,859	51	5,910
Great Indian Peninsula	*1924-25*	*11,039*	*8,380*	*19,419*	*16*	*1,066*	*17*	*462*	*152*	*614*	*2,664*	*69*	*2,733*
	1925-26	11,616	8,202	19,818	15	468	..	434	23	457	2,353	17	2,370
Madras and Southern Mahratta.	*1924-25*	*3,345*	*2,171*	*5,516*	*41*	*203*	*8*	*158*	..	*158*	*853*	*10*	*863*
	1925-26	3,497	2,147	5,644	42	160	19	156	..	156	835	20	855
Nizam's Guaranteed State	*1924-25*	*788*	*560*	*1,348*	*3*	*72*	..	*14*	..	*14*	*166*	*2*	*168*
	1925-26	725	570	1,295	7	38	..	16	..	16	154	1	155
North Western	*1924-25*	*11,845*	*8,329*	*20,174*	*41*	*919*	..	*926*	*3*	*929*	*3,438*	*35*	*3,473*
	1925-26	13,414	7,251	20,665	38	440	..	1,305	1	1,306	2,666	77	2,743
Oudh and Rohilkhand	*1924-25*	*3,003*	*1,929*	*4,932*	*8*	*383*	..	*308*	*14*	*322*	*605*	*25*	*630*
	1925-26	†	†	†	†	†	†	†	†	†	†	†	†
South Indian	*1924-25*	*1,346*	*645*	*1,991*	*7*	*69*	..	*62*	..	*62*	*204*	..	*204*
	1925-26	1,452	729	2,181	7	50	..	76	..	76	216	..	216
Total	*1924-25*	*54,109*	*45,983*	*100,092*	*261*	*4,338*	*25*	*3,401*	*199*	*3,600*	*19,192*	*346*	*19,538*
	1925-26	56,940	43,291	100,231	263	2,085	19	3,647	32	3,679	17,203	340	17,543
3′ 3¾″ Gauge.													
Assam-Bengal	*1924-25*	*1,330*	*1,252*	*2,582*	*7*	*80*	..	*92*	*1*	*93*	*502*	*16*	*518*
	1925-26	1,381	1,350*	2,731	6	51	..	81	1	82	579	12	591
Bengal and North-Western	*1924-25*	*3,562*	*2,820*	*6,382*	*17*	*353*	..	*134*	..	*134*	*1,252*	*7*	*1,259*
	1925-26	3,683	2,792	6,475	17	171	..	126	..	126	1,192	5	1,197
Bombay, Baroda and Central India.	*1924-25*	*4,910*	*4,963*	*9,873*	*4*	*199*	..	*225*	*4*	*229*	*1,162*	*21*	*1,183*
	1925-26	5,188	4,389	9,577	3	153	..	251	4	255	1,054	25	1,079
Burma	*1924-25*	*3,028*	*3,150*	*6,178*	*11*	*1,108*	..	*257*	*2*	*259*	*1,084*	*19*	*1,103*
	1925-26	3,174	3,461	6,635	7	550	..	279	..	279	1,127	4	1,131
Eastern Bengal	*1924-25*	*2,067*	*1,285*	*3,352*	*1*	*296*	..	*287*	*1*	*288*	*886*	*5*	*891*
	1925-26	2,240	1,415	3,655	6	131	..	259	3	262	831	18	849
Jodhpur	*1924-25**	*384*	*637*	*1,021*	*2*	*3*	..	..	*27*	*27*	*122*	*4*	*126*
	1925-26	789	871	1,660	2	12	..	57	1	58	228	2	230
Madras and Southern Mahratta.	*1924-25*	*3,213*	*3,649*	*6,862*	*12*	*276*	..	*153*	*2*	*155*	*784*	*5*	*789*
	1925-26	3,309	3,680	6,989	15	264	..	152	1	153	767	5	772
Nizam's Guaranteed State	*1924-25*	*997*	*378*	*1,375*	*7*	*33*	..	*24*	..	*24*	*100*	..	*100*
	1925-26	923	310	1,233	7	23	..	21	..	21	97	..	97
Rohilkund and Kumaon	*1924-25*	*529*	*519*	*1,048*	*4*	*84*	..	*27*	*9*	*36*	*210*	*32*	*242*
	1925-26	545	535	1,080	8	131	..	29	1	30	239	8	247
South Indian	*1924-25*	*4,059*	*2,074*	*6,133*	*21*	*702*	*30*	*180*	..	*180*	*603*	*11*	*614*
	1925-26	4,410	2,214	6,624	23	335	30	234	..	234	575	11	586
Total	*1924-25*	*24,079*	*20,727*	*44,806*	*86*	*3,134*	*30*	*1,379*	*46*	*1,425*	*6,705*	*120*	*6,825*
	1925-26	25,642	21,017	46,659	94	1,821	30	1,489	11	1,500	6,689	90	6,779
2′ 6″ & 2′ 0″ Gauges.								Shunting Engines.		Train Engines.		Total.	
Bengal-Nagpur	*1924-25*	*748*	*757*	*1,505*		*38*		*400*		*7*		*407*	
	1925-26	798	707	1,505		24		411		7		418	
Bombay, Baroda and Central India.	*1924-25*	*87*	*99*	*186*		*1*		..		*27*		*27*	
	1925-26	105	102	207		1		29		..		29	
Eastern Bengal	*1924-25*	*95*	*13*	*108*		*14*		*10*		..		*10*	
	1925-26	82	14	96		8		7		..		7	
Great Indian Peninsula	*1924-25*	*171*	*124*	*295*		*36*		*42*		*1*		*43*	
	1925-26	161	132	293		15		42		..		42	
Jodhpur	*1924-25**	*7*	*2*	*19*		..		..		..		..	
	1925-26	14	5	19		..		..		..		..	
North Western	*1924-25*	*389*	*413*	*802*		*71*	*44*	*208*		*1*		*209*	
	1925-26	389	419	808		12	53	182		..		182	
South Indian	*1924-25*	*121*	*39*	*160*		*2*		*2*		..		*2*	
	1925-26	117	43	160		3		3		..		3	
Total	*1924-25*	*1,618*	*1,447*	*3,065*		*162*		*662*		*36*		*698*	
	1925-26	1,666	1,422	3,088		63		674		7		681	
Total, Class I Railways	*1924-25*	*79,806*	*68,157*	*147,963*		*7,981*		*31,339*		*747*		*32,086*	
	1925-26	84,248	65,730	149,978		4,326		29,702		480		30,182	

* For the half year ended 31st March 1925.
† Included in E. I. Ry. figures.
‡ Including proportion of mixed.

for the years 1924-25 and 1925-26. (In thousands)—concld.

Other Engine Miles.													Total Engine miles (including train engine miles) Main and Branch Lines. (Total of Columns 14 to 16, 20, 23, 27, 28, 32, 33 and 37.)
Passenger and proportion of mixed.					*Goods and proportion of mixed.*								
Assisting not required.	Assisting required.	Light.	Total 'Other.'	§ Departmental.	Assisting not required.	Assisting required.	Light.	Total 'Other.'	Siding.	Departmental.† Loco.	Engr.	Misel.	Total.	
24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
4	*12*	*41*	*57*	*5*	*20*	*735*	*601*	*1,356*	*468*	*346*	*18*	*9*	*373*	*16,123*
10	16	39	65	4	18	540	665	1,223	391	402	29	1	432	15,942
2	*3*	*261*	*266*	*1*	*2*	..	*84*	*86*	..	*93*	*4*	*2*	*99*	*9,417*
2	9	287	298	1	1	..	107	108	..	63	4	3	70	9,877
2	..	*2*	*4*	..	*11*	..	2	13	93	105	1	2	108	6,728
..	..	8	8	22	9	..	16	25	170	61	11	..	72	6,611
70	*140*	*127*	*337*	*78*	*258*	*251*	*1,191*	*1,700*	*1,937*	*382*	*77*	*284*	*743*	*36,607*
90	130	215	435	73	249	168	1,448	1,865	1,675	384	103	277	764	39,854
18	*168*	*122*	*308*	*9*	*90*	*718*	*1,003*	*1,811*	*1*	*163*	*101*	*92*	*356*	*26,333*
39	175	231	445	13	129	600	617	1,346	10	260	80	12	352	25,294
..	*23*	*88*	*111*	*12*	*59*	*152*	*146*	*357*	..	*142*	*1*	..	*143*	*7,404*
..	30	88	118	5	33	130	162	325	..	161	..	..	161	7,466
..	*1*	*5*	*6*	*15*	*3*	*3*	*60*	*66*	..	*30*	*26*	*12*	*68*	*1,760*
..	2	16	18	1	3	2	64	69	..	43	20	1	64	1,663
140	*258*	*96*	*494*	*20*	*175*	*440*	*695*	*1,310*	*60*	*540*	*39*	*158*	*737*	*28,157*
121	378	124	623	22	73	477	505	1,055	103	553	57	133	743	27,738
20	*14*	*40*	*74*	*15*	*13*	..	*144*	*157*	*8*	*147*	*28*	*19*	*194*	*6,723*
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
18	*14*	*3*	*35*	*73*	*28*	*45*	*18*	*91*	..	*62*	*6*	*2*	*70*	*2,602*
11	10	3	24	72	28	99	35	162	..	64	6	..	70	2,858
274	*633*	*785*	*1,692*	*228*	*659*	*2,344*	*3,944*	*6,947*	*2,567*	*2,010*	*301*	*580*	*2,891*	*142,154*
273	750	1,011	2,034	213	543	2,016	3,619	6,178	2,349	1,991	310	427	2,728	137,303
..	*4*	*9*	*13*	*3*	*5*	*21*	*43*	*69*	*2*	*25*	*4*	*1*	*30*	*3,397*
1	4	10	15	2	4	22	46	72	2	26	5	13	44	3,596
3	..	*2*	*5*	*22*	*9*	*12*	*2*	*23*	..	*159*	*1*	*1*	*161*	*3,356*
10	..	12	22	32	20	15	18	53	..	162	6	..	168	8,261
92	*9*	*72*	*173*	..	*91*	*12*	*75*	*178*	*5*	*341*	*3*	*4*	*348*	*12,192*
54	8	63	125	1	97	14	67	178	5	348	5	3	356	11,732
2	*20*	*36*	*58*	..	*18*	*45*	*95*	*158*	*199*	*25*	*2*	*45*	*72*	*9,146*
..	18	36	54	..	6	42	158	207	239	29	1	60	90	9,192
..	..	*4*	*4*	..	*1*	..	*1*	*2*	*5*	*151*	*9*	*3*	*163*	*5,002*
1	..	7	8	2	1	..	4	5	23	117	83	16	216	5,157
3	*1*	*3*	*7*	..	*7*	..	*7*	*14*	..	*4*	..	*4*	*8*	*1,208*
4	..	8	12	..	6	..	6	12	..	10	3	8	21	2,007
..	*14*	*24*	*38*	*6*	*107*	*264*	*108*	*479*	..	*75*	..	..	*75*	*8,692*
..	14	21	35	5	119	291	106	516	..	81	..	..	81	8,830
1	..	*14*	*15*	*21*	..	..	*17*	*17*	..	*29*	*16*	*6*	*51*	*1,643*
..	..	36	36	2	..	3	18	21	..	28	8	1	37	1,477
4	*6*	*8*	*18*	*2*	*7*	*3*	*10*	*20*	*1*	*6*	..	*6*	*12*	*1,467*
5	7	6	18	5	9	4	8	21	1	14	..	3	17	1,558
22	..	*11*	*33*	*126*	*17*	*29*	*19*	*65*	..	*116*	*26*	*2*	*144*	*8,018*
19	..	14	33	122	19	54	18	91	..	112	28	..	140	8,188
127	*54*	*183*	*364*	*180*	*262*	*386*	*377*	*1,025*	*212*	*931*	*61*	*72*	*1,064*	*59,121*
94	51	213	358	171	281	446	449	1,176	270	927	139	104	1,170	59,998

‖Other Engine Miles.	Departmental.	
36	*21*	*2,007*
38	25	2,010
3	..	*217*
3	..	240
..	..	*132*
..	..	111
..	*1*	*375*
..	1	351
..	..	*9*
..	..	19
86	*2*	*1,170*
90	2	1,094
..	..	*164*
..	..	166
125	*24*	*4,074*
131	28	3,991
13,340	*3,979*	*205,349*
12,880	3,926	201,292

§ Includes shunting.

‖ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—*Statement of Train and Engine hours of Class I Railways for the*

Railway.	Year.	Main lines.		Branch lines.		Main and		
		Mixed.	Goods.	Mixed.	Goods.	Passenger.	Mixed.	Goods.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1924-25*	*13,6*	*644,7*	*13,0*	*13,4*	*227,4*	*26,6*	*658,1*
	1925-26	10,9	574,5	14,1	16,9	235,1	25,0	591,4
Bombay, Baroda and Central India	*1924-25*	*30,3*	*223,7*	*26,8*	*34,1*	*261,5*	*57,1*	*257,8*
	1925-26	26,6	217,2	27,9	31,8	228,4	54,5	249,0
Eastern Bengal	*1924-25*	*4,0*	*163,2*	*3,2*	*5,8*	*195,1*	*7,2*	*174,0*
	1925-26	1,3	152,3	7,7	20,8	196,7	9,0	173,1
East Indian	*1924-25*	*13,2*	*1,320,3*	*46,8*	*214,2*	*469,2*	*60,0*	*1,534,5*
	1925-26	7,7	1,183,3	78,3	254,7	609,2	86,0	1,438,0
Great Indian Peninsula	*1924-25*	*1,8*	*654,0*	*56,3*	*159,0*	*540,3*	*58,1*	*813,0*
	1925-26	1,4	603,6	39,5	170,0	557,5	40,9	773,6
Madras and Southern Mahratta	*1924-25*	*18,7*	*217,4*	*9,0*	*2,6*	*179,6*	*27,7*	*220,0*
	1925-26	1	163,2	28,0	55,4	197,6	28,1	218,6
Nizam's Guaranteed State	*1924-25*	*Nil*	*54,6*	*6,0*	*5*	*36,9*	*6,0*	*55,1*
	1925-26	*Nil*	56,2	6,0	1	30,3	6,0	56,3
North Western	*1924-25*	*67,9*	*501,8*	*188,4*	*283,4*	*489,0*	*256,3*	*785,2*
	1925-26	70,8	447,8	213,0	264,0	535,4	283,8	711,8
Oudh and Rohilkhand	*1924-25*	*4,5*	*164,6*	*48,2*	*21,0*	*128,6*	*52,7*	*185,6*
	1925-26	*	*	*	*	*	*	*
South Indian	*1924-25*	*26,7*	*52,1*	*1,2*	*Nil*	*58,4*	*27,9*	*52,1*
	1925-26	30,2	53,9	*Nil*	*Nil*	62,0	30,2	53,9
Total	*1924-25*	*180,7*	*4,001,4*	*398,9*	*734,0*	*2,586,0*	*579,6*	*4,735,4*
	1925-26	149,0	3,452,0	414,5	813,7	2,652,2	563,5	4,265,7
3′ 3⅜″ GAUGE.								
Assam-Bengal	*1924-25*	*82,3*	*28,4*	*71,1*	*21,2*	*25,1*	*153,4*	*49,6*
	1925-26	82,6	35,3	70,0	22,3	24,5	152,6	57,6
Bengal and North-Western	*1924-25*	*33,4*	*136,0*	*273,6*	*32,3*	*101,1*	*307,0*	*168,3*
	1925-26	33,0	133,8	267,8	43,1	103,9	300,8	176,9
Bombay, Baroda and Central India	*1924-25*	*42,2*	*189,5*	*133,8*	*194,0*	*211,1*	*176,0*	*383,5*
	1925-26	45,8	154,6	134,9	176,2	224,8	180,7	330,8
Burma	*1924-25*	*124,4*	*158,7*	*122,0*	*50,1*	*69,7*	*246,4*	*208,8*
	1925-26	124,1	190,7	122,0	50,2	62,7	246,1	240,9
Eastern Bengal	*1924-25*	*72,2*	*129,6*	*19,7*	*2,5*	*76,0*	*91,9*	*132,1*
	1925-26	68,9	152,7	31,6	4,8	77,2	100,5	157,5
Jodhpur	*1924-25*†	*27,4*	*42,3*	*7,9*	*2,1*	*10,2*	*35,3*	*44,4*
	1925-26	41,4	42,8	23,2	2,4	20,2	64,6	45,2
Madras and Southern Mahratta	*1924-25*	*136,0*	*298,3*	*19,0*	*6,8*	*155,1*	*155,0*	*305,1*
	1925-26	69,5	239,1	79,8	72,3	165,0	149,3	311,4
Nizam's Guaranteed State	*1924-25*	*Nil*	*35,4*	*10,4*	*1,4*	*52,3*	*10,4*	*36,8*
	1925-26	*Nil*	28,1	8,9	2,6	43,7	8,9	30,7
Rohilkund and Kumaon	*1924-25*	*40,7*	*9,0*	*20,0*	*1,6*	*13,8*	*60,7*	*10,6*
	1925-26	41,1	11,5	22,8	1,6	14,5	63,9	13,1
South Indian	*1924-25*	*12,5*	*117,5*	*74,5*	*71,6*	*214,6*	*87,0*	*189,1*
	1925-26	20,6	134,9	71,8	66,9	232,8	92,4	201,8
Total	*1924-25*	*571,1*	*1,144,7*	*752,0*	*383,6*	*929,0*	*1,323,1*	*1,528,3*
	1925-26	527,0	1,123,5	832,8	442,4	969,3	1,359,8	1,565,9
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	*1924-25*					*15,9*	*67,9*	*59,6*
	1925-26					20,5	67,3	54,6
Bombay, Baroda and Central India	*1924-25*					*1*	*17,6*	*4*
	1925-26					1	16,7	1,1
Eastern Bengal	*1924-25*					..	*11,6*	..
	1925-26					1	10,1	..
Great Indian Peninsula	*1924-25*					..	*25,1*	*1*
	1925-26					..	24,2	..
Jodhpur	*1924-25*†					..	*1,1*	..
	1925-26					..	2,1	..
North Western	*1924-25*					*14,7*	*28,8*	*40,0*
	1925-26					14,2	28,6	42,0
South Indian	*1924-25*					..	*13,0*	..
	1925-26					..	13,0	..
Total	*1924-25*					*30,7*	*165,1*	*100,1*
	1925-26					34,9	162,0	97,7
Total Class I Railways	*1924-25*					*3,545.7*	*2,067,8*	*6,363,8*
	1925-26					3,656,4	2,085,3	5,929,3

* Included in East Indian Railway figures.

† For the half year ended 31st March 1925.

years 1924-25 and 1925-26. (In hundreds).

Branch lines.		Shunting.		§" Other ".			Departmental.		Total Engine hours including train engine hours.
Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Total siding.	‡ Passenger.	‡ Goods.	
10	11	12	13	14	15	16	17	18	19
243,6	*668,5*	*95,8*	*547,9*	*34,3*	*225,7*	*93,8*	*1,1*	*116,6*	*2,027,3*
248,5	603,0	98,7	562,4	41,2	207,6	78,1	1,0	100,7	1,941,2
275,7	*300,7*	*39,1*	*200,1*	*24,4*	*15,3*	*Nil*	*5*	*20,2*	*876,0*
246,3	285,6	26,7	224,0	27,0	14,8	*Nil*	6	28,5	853,5
199,7	*176,6*	*55,9*	*286,3*	*3*	*1,2*	*18,5*	*8*	*36,5*	*775,8*
202,8	176,0	54,2	237,6	89,5	14,3	37,1	3,5	36,1	851,1
514,2	*1,549,5*	*108,8*	*1,224,1*	*137,4*	*395,2*	*281,6*	*27,3*	*214,7*	*4,452,8*
669,3	1,463,9	152,5	1,171,7	144,7	395,8	245,2	27,3	260,8	4,531,2
573,4	*838,0*	*95,1*	*538,8*	*128,4*	*285,5*	*5*	*4,7*	*178,0*	*2,642,4*
578,6	793,4	86,9	470,6	156,6	262,2	3,6	6,3	185,7	2,543,9
190,1	*237,2*	*31,4*	*171,0*	*9,5*	*33,5*	*Nil*	*4,4*	*46,0*	*723,1*
206,7	237,6	31,1	166,6	12,4	31,0	*Nil*	3,6	62,7	751,7
39,4	*58,6*	*2,8*	*33,3*	*9,4*	*7,3*	*Nil*	*1,9*	*17,7*	*170,4*
32,6	60,0	3,2	30,7	7,5	8,1	*Nil*	6	15,8	158,5
695,1	*835,4*	*185,3*	*687,5*	*40,2*	*110,9*	*12,1*	*8,8*	*240,0*	*2,815,3*
775,2	755,8	261,0	533,3	56,6	110,3	20,4	7,4	251,3	2,771,3
165,2	*201,7*	*61,7*	*121,0*	*7,2*	*19,3*	*1,6*	*3,9*	*85,1*	*666,7*
*	*	*	*	*	*	*	*	*	*
74,2	*64,2*	*12,3*	*40,8*	*28,9*	*16,2*	*Nil*	*15,8*	*22,9*	*275,3*
80,2	65,9	15,2	43,2	29,3	24,5	*Nil*	15,6	26,6	300,6
2,970,6	*4,930,4*	*688,2*	*3,850,8*	*420,0*	*1,110,1*	*408,1*	*69,2*	*977,7*	*16,425,1*
3,040,2	4,441,2	729,5	3,440,1	564,8	1,068,7	384,4	65,9	968,2	14,703,0
106,5	*121,6*	*18,0*	*98,7*	*19,7*	*29,7*	*2*	*1,1*	*11,3*	*406,8*
107,0	127,7	16,3	115,9	25,0	32,4	3	1,5	15,2	441,3
279,3	*297,1*	*26,8*	*249,5*	*50,4*	*59,8*	*Nil*	*2,0*	*79,4*	*1,044,3*
284,1	297,5	25,2	238,4	69,5	64,4	*Nil*	6,9	71,2	1,057,2
316,9	*453,7*	*45,1*	*231,8*	*79,1*	*51,4*	*9*	*5*	*88,8*	*1,268,2*
332,6	403,7	50,2	210,9	84,7	64,7	9	4	90,0	1,238,1
220,6	*304,3*	*51,7*	*219,2*	*36,3*	*19,1*	*39,9*	*1,6*	*143,4*	*1,036,1*
215,3	334,5	55,7	225,4	56,5	38,2	47,8	8	136,0	1,110,2
145,5	*154,5*	*57,3*	*177,3*	*3*	*3*	*1,0*	*1*	*66,7*	*603,0*
158,1	177,1	51,7	166,3	32,8	6,1	4,6	1,0	75,9	673,6
27,4	*62,5*	*5,3*	*25,2*	*9*	*1,2*	..	*2*	*9*	*123,6*
51,8	78,1	11,5	45,6	10,0	10,6	*Nil*	2	3,6	211,4
227,4	*387,8*	*30,5*	*156,6*	*4,0*	*49,7*	*Nil*	*1,5*	*40,7*	*898,2*
234,1	391,6	30,3	153,3	3,7	55,9	*Nil*	1,7	56,6	927,2
58,1	*41,4*	*4,8*	*19,8*	*7,9*	*2,2*	*Nil*	*2,6*	*10,7*	*147,5*
49,8	33,5	4,1	19,3	9,2	3,2	*Nil*	1,1	10,0	130,2
40,0	*45,1*	*6,3*	*44,0*	*3,5*	*5*	*1*	*9*	*10,6*	*151,0*
42,0	49,4	5,9	47,7	1,6	1,8	2	1,3	18,8	168,7
272,6	*218,1*	*36,0*	*120,6*	*92,6*	*36,3*	*Nil*	*31,5*	*111,1*	*918,8*
296,5	230,6	46,7	115,0	106,1	47,3	*Nil*	31,8	114,2	988,2
1,694,3	*2,086,1*	*281,8*	*1,342,7*	*294,7*	*250,2*	*42,1*	*42,0*	*563,6*	*6,597,5*
1,771,3	2,123,7	297,6	1,337,8	399,1	324,6	53,8	46,7	591,5	6,946,1
143,4		*80,0*		*20,0*			*10,4*		*253,8*
142,4		82,2		19,3			10,6		254,5
18,1		*5,3*		*3*			*1*		*23,8*
17,9		5,8		3			2		24,2
11,6		*2,0*		..			*2,7*		*16,3*
10,2		1,4		14,1			2,5		28,2
25,2		*8,5*		*2,2*			*4,6*		*40,5*
24,2		8,4		..			3,5		36,1
1,1		..		..			..		*1,1*
2,1		*Nil*		2			*Nil*		2,3
83,5		*41,7*		*11,9*			*9,1*		*146,2*
84,8		36,4		12,6			5,3		139,1
13,0		*4*		*5,0*			*3*		*18,7*
13,0		6		5,0			7		19,3
295,9		*137,9*		*39,4*			*27,2*		*500,4*
294,6		134,8		51,5			22,8		503,7
11,977,3		*6,301,4*		*2,564,6*			*1,679,7*		*22,523,0*
11,671,0		5,939,8		2,846,9			1,695,1		22,152,8

§ " Other " includes Assisting required, Assisting not required and Light.
‡ Including proportion of mixed.

19.—Statement of vehicle Miles of Class I

Railway.	Year.	PASSENGER AND PROPORTION OF MIXED.			GOODS			
					Goods.			
					Main lines.			
		Passenger.	Passenger proportion of mixed.	Total.	Loaded.	Empty.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1924-25*	*65,804*	*2,055*	*67,859*	*151,818*	*60,159*	*211,977*	*71·6*
	1925-26	68,829	2,491	71,320	156,774	70,065	226,839	69·1
Bombay, Baroda and Central India	*1924-25*	*66,925*	*7,839*	*74,764*	*74,104*	*28,409*	*102,513*	*72·3*
	1925-26	69,908	7,961	77,869	74,490	26,662	101,152	73·6
Eastern Bengal	*1924-25*	*55,891*	*633*	*56,524*	*42,580*	*19,031*	*61,611*	*69·1*
	1925-26	58,346	767	59,113	42,641	15,586	58,227	73·2
East Indian	*1924-25*	*180,448*	*9,405*	*189,853*	*363,781*	*224,815*	*588,596*	*61·8*
	1925-26	241,728	13,113	254,841	369,707	220,240	589,947	62·7
Great Indian Peninsula	*1924-25*	*158,031*	*7,380*	*165,411*	*177,120*	*78,810*	*255,930*	*69·2*
	1925-26	172,009	5,677	177,686	183,497	78,589	262,086	70·0
Madras and Southern Mahratta	*1924-25*	*47,914*	*1,740*	*49,654*	*58,432*	*25,370*	*83,802*	*69·7*
	1925-26	51,185	1,760	52,945	45,860	20,530	66,390	69·1
Nizam's Guaranteed State	*1924-25*	*8,816*	*474*	*9,290*	*11,970*	*4,349*	*16,319*	*73·0*
	1925-26	8,185	458	8,643	12,475	5,128	17,603	70·9
North Western	*1924-25*	*175,148*	*47,780*	*222,928*	*185,224*	*90,296*	*275,520*	*67·2*
	1925-26	196,398	55,913	252,311	151,518	58,998	210,516	72·0
Oudh and Rohilkhand	*1924-25*	*47,657*	*7,839*	*55,496*	*46,457*	*26,349*	*72,806*	*63·8*
	1925-26	‡	‡	‡	‡	‡	‡	‡
South Indian	*1924-25*	*14,578*	*3,705*	*18,283*	*10,971*	*3,806*	*14,777*	*74·2*
	1925-26	15,652	4,267	19,919	12,399	4,280	16,679	74·3
Total	*1924-25*	*821,212*	*88,850*	*910,062*	*1,122,457*	*561,394*	*1,683,851*	*66·7*
	1925-26	882,240	92,407	974,647	1,049,361	500,078	1,549,439	67·7
3′ 3⅜″ GAUGE.								
Assam-Bengal	*1924-25*	*8,723*	*24,471*	*33,194*	*4,897*	*2,182*	*7,079*	*69·2*
	1925-26	8,555	26,541	35,096	7,241	3,345	10,586	68·4
Bengal and North-Western	*1924-25*	*27,932*	*39,790*	*67,722*	*36,344*	*10,251*	*46,595*	*80·0*
	1925-26	30,998	40,152	71,150	37,172	12,323	49,495	75·1
Bombay, Baroda and Central India	*1924-25*	*63,615*	*36,368*	*99,983*	*56,778*	*24,074*	*80,852*	*70·2*
	1925-26	68,001	35,692	103,693	48,787	20,333	69,120	70·6
Burma	*1924-25*	*22,838*	*47,140*	*69,978*	*48,501*	*16,435*	*64,936*	*74·7*
	1925-26	23,482	52,462	75,944	56,666	21,174	77,840	72·8
Eastern Bengal	*1924-25*	*27,709*	*22,033*	*49,742*	*35,068*	*12,859*	*47,927*	*73·2*
	1925-26	27,646	24,509	52,155	38,267	16,928	55,195	69·3
Jodhpur	*1924-25*	*3,736*	*4,319*	*8,055*	*11,151*	*5,822*	*16,973*	*65·7*
	1925-26	8,059	8,925	16,984	11,769	6,480	18,249	64·5
Madras and Southern Mahratta	*1924-25*	*37,898*	*17,883*	*55,781*	*54,466*	*18,689*	*73,155*	*74·4*
	1925-26	40,286	17,017	57,303	46,729	15,005	61,734	75·7
Nizam's Guaranteed State	*1924-25*	*11,088*	*1,502*	*12,590*	*10,697*	*2,954*	*13,051*	*77·0*
	1925-26	10,051	1,174	11,225	8,507	2,312	10,819	78·6
Rohilkund and Kumaon	*1924-25*	*3,572*	*7,375*	*10,947*	*2,230*	*950*	*3,180*	*70·1*
	1925-26	4,191	7,911	12,102	2,218	1,185	3,403	65·2
South Indian	*1924-25*	*60,044*	*12,990*	*73,034*	*32,956*	*14,261*	*47,217*	*69·8*
	1925-26	65,461	14,762	80,223	36,016	15,618	51,634	69·8
Total	*1924-25*	*267,155*	*213,871*	*481,026*	*292,488*	*108,477*	*400,965*	*72·9*
	1925-26	286,730	229,145	515,875	293,372	114,703	408,075	71·1
2′ 6″ & 2′ 0″ GAUGES.					Loaded.		Empty.	
Bengal-Nagpur	*1924-25*	*5,254*	*14,066*	*19,320*	*8,433*		*5,289*	
	1925-26	5,342	14,247	19,589	8,049		5,076	
Bombay, Baroda and Central India	*1924-25*	*2*	*1,127*	*1,129*	*34*		*8*	
	1925-26	3	1,407	1,410	102		42	
Eastern Bengal	*1924-25*	*4*	*1,088*	*1,092*	..		..	
	1925-26	8	958	966	..		..	
Great Indian Peninsula	*1924-25*	*3*	*3,335*	*3,338*	*6*		*4*	
	1925-26	10	3,292	3,302	..		..	
Jodhpur	*1924-25*	..	*73*	*73*	..		*1*	
	1925-26	..	146	146	1		..	
North Western	*1924-25*	*1,804*	*4,931*	*6,735*	*3,474*		*1,796*	
	1925-26	1,755	4,865	6,620	3,273		1,774	
South Indian	*1924-25*	..	*2,068*	*2,068*	..		..	
	1925-26	..	2,081	2,081	..		..	
Total	*1924-25*	*7,067*	*26,688*	*33,755*	*11,947*		*7,098*	
	1925-26	7,118	26,996	34,114	11,425		6,892	
Total Class I Railways	*1924-25*	*1,095,434*	*329,409*	*1,424,843*	*1,655,623*		*768,446*	
	1925-26	1,176,088	348,548	1,524,636	1,615,802		729,105	

Railways for the years 1924-25 and 1925-26. (*In thousands.*)

AND PROPORTION OF MIXED.													
Branch lines.				Goods proportion of mixed.		Total.§				Departmental.		Brake Vans.	
Loaded.	Empty.	Total.	Percentage loaded of total.	Loaded.	Empty.	Loaded.	Empty.	Total.	Percentage loaded of total.	§ Passenger.	§ Goods.	Passenger and Mixed. (a).	Goods. (b).
10	11	12	13	14	15	16	17	18	19	20	21	22	23
1,778	*1,752*	*3,530*	*50·4*	*1,456*	*727*	*155,052*	*62,638*	*217,690*	*71·2*	*176*	*6,148*	*2,074*	*6,325*
2,132	2,204	4,336	49·2	1,515	766	160,421	73,035	233,456	68·7	201	2,104	2,594	5,944
7,122	*3,753*	*10,875*	*65·5*	*9,644*	*5,995*	*90,870*	*38,157*	*129,027*	*78·2*	*52*	*4,727*	**	**
7,150	4,225	11,375	62·9	10,401	6,009	92,041	36,896	128,937	71·4	80	5,385	8,147	*3,249*
1,434	*856*	*2,290*	*62·6*	*312*	*85*	*44,326*	*19,972*	*64,298*	*68·9*	*71*	*5,128*	**	**
3,558	1,854	5,412	65·7	320	87	46,519	17,527	64,046	72·6	68	2,408	712	1,385
29,226	*8,680*	*37,906*	*77·1*	*3,746*	*1,323*	*396,753*	*234,818*	*631,571*	*62·8*	*2,169*	*20,328*	**	**
51,994	24,319	76,313	68·1	4,423	1,278	426,124	245,837	671,961	63·4	2,529	14,368	8,031	14,721
29,723	*16,498*	*46,221*	*64·3*	*4,227*	*1,983*	*211,070*	*97,291*	*308,361*	*68·4*	*140*	*7,421*	*12,515*	*14,994*
30,166	15,271	45,437	66·4	3,275	1,487	216,938	95,347	312,285	69·5	173	7,137	9,742	14,783
128	*47*	*175*	*73·0*	*2,231*	*493*	*60,791*	*25,910*	*86,701*	*70·1*	*484*	*3,739*	**	*Nil*
12,496	3,698	16,194	77·2	2,958	822	61,314	25,050	86,384	71·0	597	3,306	2,516	3,166
108	*36*	*144*	*75·0*	*536*	*495*	*12,614*	*4,880*	*17,494*	*72·0*	*26*	*1,267*	**	**
11	7	18	61·1	730	592	13,216	5,727	18,943	69·8	51	616	443	568
75,556	*27,758*	*103,314*	*73·1*	*8,876*	*2,515*	*269,656*	*120,569*	*390,225*	*69·1*	*364*	*23,606*	*6,887*	*8,539*
67,658	22,088	89,746	75·4	8,256	2,097	227,432	83,183	310,615	73·2	508	10,776	8,121	7,040
4,545	*1,572*	*6,117*	*74·3*	*2,523*	*984*	*53,525*	*28,905*	*82,430*	*64·9*	*58*	*14,336*	**	**
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
..	..	..	..	*2,233*	*627*	*13,204*	*4,433*	*17,637*	*74·9*	*66*	*1,024*	*819*	*1,068*
..	..	..	..	2,296	657	14,695	4,937	19,632	74·8	71	636	887	1,359
149,620	*60,952*	*210,572*	*71·1*	*35,784*	*15,227*	*1,307,861*	*637,573*	*1,945,434*	*67·2*	*3,606*	*87,724*	*22,295*	*30,926*
175,165	73,666	248,831	70·4	34,174	13,795	1,258,700	587,539	1,846,239	68·2	4,278	46,736	41,203	52,215
2,152	*653*	*2,805*	*76·7*	*19,471*	*5,657*	*26,520*	*8,492*	*35,012*	*75·7*	*81*	*2,578*	*Nil*	*499*
2,270	917	3,187	71·5	19,876	6,189	29,387	10,451	39,838	73·8	73	1,271	Nil	565
6,542	*2,479*	*9,021*	*72·5*	*19,789*	*5,836*	*62,675*	*18,566*	*84,241*	*77·1*	*189*	*13,998*	**	**
7,010	2,527	9,537	73·5	20,664	6,581	64,846	21,431	86,277	75·2	194	6,864	8,038	1,588
50,533	*19,507*	*70,040*	*72·1*	*13,958*	*4,080*	*121,269*	*47,661*	*168,930*	*71·8*	*89*	*3,774*	*7,428*	*5,567*
46,857	17,835	64,692	72·4	13,021	4,415	108,665	42,583	151,248	71·8	32	4,871	7,681	4,705
6,230	*3,102*	*9,332*	*66·9*	*23,310*	*5,502*	*78,091*	*25,039*	*103,130*	*75·7*	*136*	*18,801*	*Nil*	**
6,607	3,029	9,636	68·6	24,431	5,889	87,704	30,092	117,796	74·4	73	12,048	Nil	2,825
265	*171*	*436*	*60·7*	*5,269*	*1,356*	*40,602*	*14,386*	*54,988*	*73·8*	*17*	*12,985*	**	**
616	470	1,086	56·8	3,820	1,327	42,703	18,725	61,428	69·5	94	4,100	2,128	1,309
150	*144*	*294*	*51·1*	*4,071*	*1,471*	*15,372*	*7,437*	*22,809*	*67·4*	*13*	*66*	**	**
179	148	327	54·7	7,817	3,662	19,765	10,290	30,055	65·8	15	348	1,350	395
661	*310*	*971*	*68·0*	*15,532*	*5,053*	*70,659*	*24,052*	*94,711*	*74·6*	*66*	*4,806*	**	**
10,831	4,700	15,531	69·7	15,412	4,653	72,972	24,358	97,330	75·0	101	35,81	4,475	5,972
136	*118*	*254*	*54·0*	*886*	*229*	*11,119*	*3,301*	*14,420*	*77·0*	*33*	*617*	**	**
489	242	731	66·9	443	146	9,439	2,700	12,139	77·8	89	462	192	577
164	*118*	*282*	*58·2*	*7,225*	*2,970*	*9,619*	*4,038*	*13,657*	*70·4*	*73*	*2,727*	*1,118*	*137*
249	178	427	58·2	7,578	3,167	10,045	4,530	14,575	68·9	141	1,492	1,091	174
12,228	*3,923*	*16,151*	*75·7*	*5,704*	*2,038*	*60,888*	*20,222*	*71,110*	*71·6*	*342*	*12,217*	*1,164*	*3,168*
11,371	3,720	15,091	75·3	5,681	2,270	53,068	21,608	74,676	71·1	305	5,486	1,168	3,582
79,111	*30,525*	*109,636*	*72·2*	*115,215*	*34,192*	*486,814*	*173,194*	*660,008*	*73·8*	*1,039*	*72,569*	*9,710*	*9,371*
86,479	33,766	120,245	71·9	118,743	38,299	498,594	186,768	685,362	72·8	1,117	42,323	26,123	21,692

Total.	Per cent. loaded of total.							Mixed trains only.
13,722	*61·5*	*4,133*	*1,459*	*12,566*	*6,748*	*19,314*	*65·1*	*854*	*817*
13,125	61·3	3,919	1,391	11,968	6,467	18,435	64·9	765	655
42	*81·3*	*737*	*469*	*821*	*477*	*1,298*	*63·2*	*8*	**
144	70·7	793	424	895	466	1,361	65·8	20	295
..	..	*129*	*24*	*129*	*24*	*153*	*84·3*	*147*	**
..	..	120	38	120	38	158	75·8	35	49
10	*62·9*	**1,360*	†	*1,366*	*4*	*1,370*	..	*277*	*Nil*
..	..	1,016	415	1,016	415	1,431	71·0	179	Nil
1	*39·5*	*19*	*4*	*19*	*5*	*24*	*80·2*	..	**
1	87·1	38	16	39	16	55	70·9	..	19
5,270	*65·9*	*1,746*	*330*	*4,620*	*2,126*	*6,746*	*68·5*	*923*	*639*
5,047	64·9	900	218	4,173	1,992	6,165	67·7	112	699
..	..	*523*	*149*	*523*	*149*	*672*	*77·9*	*38*	*Nil*
..	..	620	156	620	156	776	79·9	56	Nil
19,045	*62·7*	*8,097*	*2,435*	*20,044*	*9,533*	*29,577*	*67·8*	*2,297*	*1,456*
18,317	62·4	7,406	2,658	18,831	9,550	28,381	66·3	1,166	1,717
2,424,069	*68·3*	*159,096*	*51,854*	*1,814,719*	*820,300*	*2,635,019*	*68·9*	*167,235*	*73,758*
2,344,907	68·9	160,323	54,752	1,776,125	783,857	2,559,982	69·4	95,620	142,950

* Includes "Empty."
† Included in "loaded".
‡ Included in E. I. R. figures.
§ Including proportion of mixed.
** Not available.

(a) Including Brake Vans run on departmental trains (passenger proportion) and other light engines run on passenger, mixed and departmental service.

(b) Including Brake Vans run on departmental trains (goods proportion) and other light engines run on goods and departmental service.

20.—Statement of Running of Trains of Class I Railways for the years 1924-25 and 1925-26.

Railway.	Year.	Passenger.		Mixed.		Goods.			
						Train miles per train hour.			
		Train miles per train hour.	*Train miles per engine hour.*	Train miles per train hour.	*Train miles per engine hour.*	Main lines.	Branch lines.	Total.	*Train miles per engine hour.*
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1924-25*	*17·8*	*	*10·6*	*	*8·60*	*9·20*	*8·65*	*3·50*
	1925-26	17·8	*11·3*	11·0	*7·56*	9·75	8·41	9·71	*3·75*
Bombay, Baroda and Central India	*1924-25*	*17·5*	*14·8*	*14·8*	*14·1*	*9·74*	*9·25*	*10·4*	*5·84*
	1925-26	20·1	*16·3*	15·9	*8·00*	9·86	9·83	9·85	*4·75*
Eastern Bengal	*1924-25*	*17·0*	*	*11·1*	*	*7·19*	*6·83*	*	*
	1925-26	17·2	*10·2*	11·0	*3·58*	7·59	5·46	7·33	*2·58*
East Indian	*1924-25*	*20·8*	*	*14·4*	*	*9·08*	*7·37*	*	*
	1925-26	21·0	*14·1*	13·9	*9·49*	9·92	7·99	9·58	*3·95*
Great Indian Peninsula	*1924-25*	*19·7*	*	*12·6*	*	*9·86*	*10·20*	*10·0*	*4·55*
	1925-26	20·3	*14·3*	13·7	*8·44*	10·30	10·00	10·3	*4·71*
Madras and Southern Mahratta.	*1924-25*	*17·9*	*	*10·4*	*	*9·17*	*5·47*	*9·15*	*4·45*
	1925-26	17·2	*14·0*	10·8	*8·87*	8·82	9·08	8·88	*4·13*
Nizam's Guaranteed State	*1924-25*	*20·5*	*20·0*	*12·4*	*14·7*	*9·35*	*12·00*	*9·56*	*4·79*
	1925-26	22·9	*17·0*	12·8	*8·22*	9·28	9·76	9·28	*4·83*
North Western	*1924-25*	*18·7*	*13·5*	*13·0*	*8·78*	*10·00*	*9·37*	*9·80*	*4·61*
	1925-26	19·0	*13·7*	13·4	*8·97*	9·41	9·33	9·38	*4·17*
Oudh and Rohilkhand	*1924-25*	*19·6*	*	*13·1*	*	*9·35*	*8·58*	*	*
	1925-26	†	†	†	†	†	†	†	†
South Indian	*1924-25*	*19·6*	*	*12·6*	*	*9·44*	*Nil*	*9·44*	*
	1925-26	19·7	*11·7*	12·8	*6·34*	10·69	*Nil*	10·6	*4·24*
AVERAGE FOR 5′ 6″ GAUGE	*1924-25*	*19·0*	..	13·0	..	*9·23*	*8·89*	*8·97*	..
	1925-26	19·5	..	13·4	..	*9·74*	8·94	9·58	..
3′ 3⅜″ GAUGE.									
Assam Bengal	*1924-25*	*16·7*	*	*11·2*	*	*9·25*	*8·73*	*	*
	1925-26	17·2	*13·2*	11·6	*6·24*	9·51	8·94	9·29	*4·27*
Bengal and North Western	*1924-25*	*15·2*	*11·4*	*11·4*	*9·94*	*8·05*	*8·00*	*9·49*	*4·11*
	1925-26	15·4	*10·7*	11·6	*8·18*	8·18	6·83	7·85	*2·88*
Bombay, Baroda and Central India.	*1924-25*	*16·7*	*13·0*	*13·0*	*11·1*	*11·10*	*10·00*	*10·9*	*6·00*
	1925-26	16·6	*11·6*	12·8	*10·5*	11·00	10·40	10·7	*5·13*
Burma	*1924-25*	*15·4*	*	*12·7*	*	*9·17*	*10·30*	*10·3*	*4·34*
	1925-26	17·5	*9·47*	13·4	*8·63*	9·02	10·50	9·34	*3·68*
Eastern Bengal	*1924-25*	*15·7*	*	*12·5*	*	*7·68*	*6·90*	*	*
	1925-26	15·7	*8·80*	12·5	*9·29*	7·55	7·77	7·56	*2·97*
Jodhpur	*1924-25‡*	*17·8*	*	*11·9*	*	*9·51*	*8·06*	*	*
	1925-26	18·5	*10·12*	13·3	*11·43*	9·50	9·60	9·51	*4·32*
Madras and Southern Mahratta.	*1924-25*	*15·5*	*	*13·2*	*	*8·91*	*8·92*	*9·41*	*5·75*
	1925-26	15·3	*13·0*	11·3	*10·4*	8·77	9·38	8·92	*4·91*
Nizam's Guaranteed State	*1924-25*	*17·8*	*17·2*	*11·7*	*13·6*	*8·69*	*12·20*	*9·11*	*5·10*
	1925-26	19·3	*14·6*	13·2	*12·1*	8·89	8·94	8·89	*4·34*
Rohilkund and Kumaon	*1924-25*	*16·3*	*	*11·8*	*	*10·60*	*9·66*	*11·5*	*5·18*
	1925-26	15·8	*13·1*	11·4	*6·37*	8·92	10·30	9·09	*3·29*
South Indian	*1924-25*	*15·7*	*	*12·1*	*	*9·59*	*8·31*	*9·34*	*
	1925-26	15·6	*9·62*	12·4	*7·32*	9·45	8·70	9·20	*4·08*
AVERAGE FOR 3′ 3⅜″ GAUGE	*1924-25*	*16·0*	..	*12·0*	..	*9·17*	*9·45*	*9·24*	..
	1925-26	16·1	..	12·3	..	9·01	9·53	9·16	..
2′ 6″ & 2′ 0″ GAUGES.									
Bengal-Nagpur	*1924-25*	*14·5*	..	*10·8*	..	..	..	*9·12*	..
	1925-26	13·7	..	10·6	..	..	..	9·28	
Bombay, Baroda and Central India.	*1924-25*	*13·4*	..	*10·3*	..	..	..	*10·30*	..
	1925-26	11·9	..	11·7	..	..	..	9·50	
Eastern Bengal	*1924-25*	*8·0*	..	*9·3*	..	..	..	*10·00*	..
	1925-26	9·8	..	9·4	..	..	..	11·70	
Great Indian Peninsula	*1924-25*	*14·1*	..	*11·7*	..	..	..	*11·10*	..
	1925-26	13·6	..	12·1	..	..	..	*Nil*	
Jodhpur	*1924-25‡*	*Nil*	..	*8·2*	..	..	..	*8·60*	..
	1925-26	10·7	..	9·0	..	..	..	9·78	
North Western	*1924-25*	*9·6*	..	*11·1*	..	..	..	*8·47*	..
	1925-26	9·6	..	11·0	..	..	..	8·50	
South Indian	*1924-25*	*Nil*	..	*12·3*	..	..	..	*Nil*	..
	1925-26	*Nil*	..	12·3	..	..	..	*Nil*	
AVERAGE FOR 2′ 6″ & 2′ 0″ GAUGES.	*1924-25*	*12·2*	..	*10·9*	..	..	..	*8·87*	..
	1925-26	12·1	..	11·1	..	..	..	8·96	

*Not available.
†Included in East Indian Railway figures.
‡For six months ended 31st March 1925.

21.—*Statement of Shunting and Light Running of Class I Railways for the years 1924-25 and 1925-26.*

Railway.	Year.	Passenger and proportion of mixed.		Goods and proportion of mixed.	
		Shunting miles per 100 train miles.	Light engine miles per 100 train miles.	Shunting miles per 100 train miles.	Light engine miles per 100 train miles.
1	2	3	4	5	6
5′ 6″ gauge.					
Bengal-Nagpur	*1924-25*	*11·4*	*0·98*	*50·3*	*10·40*
	1925-26	11·4	0·90	50·1	11·3
Bombay, Baroda and Central India	*1924-25*	*4·10*	*5·47*	*32·0*	*2·69*
	1925-26	2·86	5·95	36·9	3·47
Eastern Bengal	*1924-25*	*8·37*	*0·07*	*112·1*	*0·14*
	1925-26	7·91	0·22	93·3	1·22
East Indian	*1924-25*	*5·24*	*1·22*	*44·5*	*8·64*
	1925-26	5·61	1·58	41·8	10·20
Great Indian Peninsula	*1924-25*	*5·56*	*1·11*	*32·6*	*12·00*
	1925-26	3·94	1·99	28·9	7·52
Madras and Southern Mahratta	*1924-25*	*4·72*	*2·62*	*39·8*	*6·73*
	1925-26	3·85	2·52	35·3	7·53
Nizam's Guaranteed State	*1924-25*	*1·80*	*0·66*	*29·9*	*10·80*
	1925-26	2·17	2·14	27·2	11·2
North Western	*1924-25*	*7·84*	*0·81*	*41·7*	*8·34*
	1925-26	9·66	0·92	37·1	6·97
Oudh and Rohilkhand	*1924-25*	*10·70*	*1·35*	*32·6*	*7·48*
	1925-26	*	*	*	*
South Indian	*1924-25*	*4·59*	*0·25*	*31·7*	*2·77*
	1925-26	5·23	0·21	29·7	4·76
Average for 5′ 6″ gauge	*1924-25*	*6·65*	*1·45*	*42·5*	*8·58*
	1925-26	6·46	1·77	40·5	8·36
3′ 3½″ gauge.					
Assam-Bengal	*1924-25*	*6·99*	*0·69*	*41·4*	*3·44*
	1925-26	6·96	0·71	42·3	3·43
Bengal and North-Western	*1924-25*	*3·76*	*0·06*	*44·6*	*0·69*
	1925-26	3·43	0·34	42·8	0·66
Bombay, Baroda and Central India	*1924-25*	*4·67*	*1·46*	*23·8*	*1·52*
	1925-26	4·91	1·23	24·6	1·52
Burma	*1924-25*	*8·55*	*1·18*	*35·0*	*3·01*
	1925-26	8·78	1·12	32·7	4·55
Eastern Bengal	*1924-25*	*13·9*	*0·19*	*69·4*	*0·11*
	1925-26	11·7	0·33	59·9	0·30
Jodhpur	*1924-25*†	*6·97*	*0·94*	*19·8*	*1·10*
	1925-26	7·39	0·94	26·4	0·66
Madras and Southern Mahratta	*1924-25*	*4·32*	*0·76*	*21·6*	*2·96*
	1925-26	4·36	0·63	20·0	2·88
Nizam's Guaranteed State	*1924-25*	*2·40*	*1·43*	*26·5*	*4·48*
	1925-26	2·24	3·90	31·2	5·80
Rohilkund and Kumaon	*1924-25*	*6·79*	*1·54*	*46·6*	*1·84*
	1925-26	5·52	1·01	46·2	1·44
South Indian	*1924-25*	*4·44*	*0·26*	*29·6*	*0·93*
	1925-26	5·30	0·31	26·5	0·82
Average for 3′ 3½″ gauge	*1924-25*	*5·92*	*0·76*	*32·9*	*1·82*
	1925-26	5·85	0·83	32·3	2·14
2′ 6″ and 2′ 0″ gauges.		Other engine miles per 100 train miles.‡			
Bengal Nagpur	*1924-25*	*29·1*			
	1925-26	30·3			
Bombay, Baroda and Central India	*1924-25*	*16·1*			
	1925-26	15·6			
Eastern Bengal	*1924-25*	*9·48*			
	1925-26	7·61			
Great Indian Peninsula	*1924-25*	*14·5*			
	1925-26	14·5			
Jodhpur	*1924-25*†	*Nil*			
	1925-26	0·45			
North Western	*1924-25*	*36·7*			
	1925-26	33·8			
South Indian	*1924-25*	*1·37*			
	1925-26	2·04			
Average for 2′ 6″ and 2′ 0″ gauges	*1924-25*	*26·8*			
	1925-26	26·4			

*Included in East Indian Railway figures.
† For six months ended 31st March 1925.
‡ "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not departmental.

22.—*Statement of Engine User of Class I*

Railway.	Year.	Average authorized stock (excluding engines ordered but not yet handed over to traffic).	Average total number on the line.	Average number available for use.	Average number in good repair stored.	Average number: Ordinary passenger traffic (including mixed).	Average number: Special service.	Average number: Goods service.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1924-25*	*668*	*661*	*489*	..	*86·70*	*1·11*	*209·40*
	1925-26	713	709	520	..	90·70	1·05	203·00
Bombay, Baroda and Central India.	*1924-25*	*434*	*449*	*364*	..	*122·00*	..	*87·00*
	1925-26	434	439	341	..	134·00	..	75·00
Eastern Bengal	*1924-25*	*296*	*296*	*208*	..	*79·10*	*0·40*	*45·10*
	1925-26	304	312	227	..	91·20	0·46	46·80
East Indian	*1924-25*	*1,349*	*1,339*	*1,168*	..	*246·20*	*6·00*	*495·50*
	1925-26	1,680	1,652	1,411	40	299·40	5·36	520·40
Great Indian Peninsula	*1924-25*	*1,274*	*1,327*	*954*	*22*	*233·00*	*2·00*	*391·00*
	1925-26	1,279	1,322	998	55	229·00	2·00	319·00
Madras and Southern Mahratta.	*1924-25*	*287*	*309*	*230*	..	*79·40*	*0·96*	*65·70*
	1925-26	289	305	224	..	84·40	0·87	64·10
Nizam's Guaranteed State.	*1924-25*	*73*	*79*	*58*	..	*18·20*	*0·14*	*16·40*
	1925-26	75	78	57	..	15·80	0·16	16·30
North Western	*1924-25*	*1,559*	*1,619*	*1,257*	*266*	*316·70*	*10·70*	*288·40*
	1925-26	1,553	1,554	1,147	98	355·20	10·01	264·00
Oudh and Rohilkhand	*1924-25*	*316*	*319*	*264*	..	*72·10*	*1·91*	*51·70*
	1925-26	‡	‡	‡	‡	‡	‡	‡
South Indian	*1924-25*	*146*	*151*	*119*	..	*42·00*	*0·10*	*27·00*
	1925-26	149	147	118	..	43·00	0·06	29·00
Total	*1924-25*	*6,402*	*6,549*	*5,111*	*288*	*1,295·40*	*23·32*	*1,677·20*
	1925-26	6,476	6,518	5,043	193	1,342·70	19·97	1,537·60
3′ 3⅜″ Gauge.								
Assam Bengal	*1924-25*	*173*	*170*	*125*	*4*	*66·42*	*0·20*	*12·87*
	1925-26	165	163	121	..	66·77	0·20	15·83
Bengal and North Western.	*1924-25*	*330*	*354*	*280*	..	*127·00*	..	*43·00*
	1925-26	330	352	289	..	132·00	..	42·00
Bombay, Baroda and Central India.	*1924-25*	*501*	*512*	*402*	*1*	*152·00*	*2·00*	*113·00*
	1925-26	497	518	403	1	156·00	1·85	92·30
Burma	*1924-25*	*363*	*358*	*310*	..	*113·00*	..	*63·00*
	1925-26	367	362	318	..	117·00	..	71·00
Eastern Bengal	*1924-25*	*245*	*235*	*176*	..	*65·60*	*0·30*	*39·30*
	1925-26	234	235	186	..	66·80	0·95	42·80
Jodhpur	*1924-25* *	*96*	*97*	*71*	..	*30·00*	..	*20·00*
	1925-26	99	96	76	..	31·00	..	11·00
Madras and Southern Mahratta.	*1924-25*	*316*	*355*	*272*	..	*102·90*	*1·40*	*90·10*
	1925-26	322	356	280	..	102·20	0·62	96·90
Nizam's Guaranteed State.	*1924-25*	*76*	*81*	*60*	..	*21·10*	*0·08*	*8·37*
	1925-26	76	82	62	..	20·30	0·07	7·67
Rohilkund and Kumaon	*1924-25*	*75*	*75*	*64*	..	*28·70*	..	*5·10*
	1925-26	75	75	63	..	30·20	0·50	5·50
South Indian	*1924-25*	*387*	*394*	*323*	..	*128·00*	*0·23*	*66·00*
	1925-26	404	381	313	..	133·90	0·03	66·30
Total	*1924-25*	*2,562*	*2,631*	*2,083*	*5*	*834·72*	*4·21*	*460·74*
	1925-26	2,569	2,620	2,111	1	856·17	4·22	451·30
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1924-25*	*130*	*111*	*82*	..	*31·20*	*0·21*	*17·40*
	1925-26	133	114	86	..	31·50	0·26	15·70
Bombay, Baroda and Central India.	*1924-25*	*19*	*19*	*17*	..	*16·00*	..	..
	1925-26	19	19	17	..	9·00	..	1·00
Eastern Bengal	*1924-25*	*10*	*10*	*7*	..	*5·43*	*0·01*	..
	1925-26	10	10	8	..	5·05	0·01	..
Great Indian Peninsula	*1924-25*	*15*	*15*	*11*	..	*9·00*	..	..
	1925-26	15	15	12	..	9·00	..	..
Jodhpur	*1924-25* *	*2*	*2*	*2*	..	*1·00*	..	..
	1925-26	2	2	1	..	1·00	..	..
North Western	*1924-25*	*93*	*100*	*77*	*4*	*16·80*	*0·82*	*16·00*
	1925-26	100	99	76	2	16·90	0·45	16·40
South Indian	*1924-25*	*11*	*11*	*10*	..	*5·00*	..	..
	1925-26	11	11	9	..	5·00	..	..
Total	*1924-25*	*265*	*253*	*195*	*4*	*75·43*	*1·04*	*33·40*
	1925-26	290	270	209	2	77·45	0·72	33·10

* For six months ended
† Includes engine miles
‡ Included in East Indian

Railways for the years 1924-25 and 1925-26.

DAILY USE ON—			Spare.	Maximum number in use on any one day.	Engine miles per passenger engine in use per day.	Engine miles per goods engine in use per day.	Engine miles per day per engine in use.	Engine miles per day per engine on the line.	Net ton miles per (goods) locomotive day.
Departmental Service.	Shunting including siding.	Total.							
10	11	12	13	14	15	16	17	18	19
18·00	*85·90*	*401·11*	*88·20*	*442*	*136·9*	*91·8*	*110·1*	*66·8*	*12,088·3*
15·50	88·80	399·05	120·90	440	135·3	94·0	109·4	61·6	11,880·1
5·00	*68·00*	*277·00*	*87·00*	*296*	*132·0*	*93·0*	*94·0*	*61·0*	*13,792·5*
7·00	61·00	277·00	64·00	306	123·0	96·0	100·0	63·0	20,838·5
5·00	*58·40*	*188·00*	*19·60*	*197*	*117·1*	*76·7*	*98·0*	*62·3*	*7,949·9*
5·78	57·20	201·44	25·40	211	109·2	75·8	89·9	58·0	8,103·7
55·50	*332·30*	*1,135·50*	*32·60*	*1,198*	*119·1*	*84·3*	*88·3*	*74·9*	*15,416·3*
67·60	333·80	1,226·56	145·10	1,285	140·0	82·2	89·0	66·1	13,556·7
27·00	*129·00*	*782·00*	*150·00*	*849*	*136·0*	*69·2*	*92·3*	*54·4*	9,485·9
21·00	123·00	694·00	249·00	830	157·3	79·6	99·8	52·4	9,076·8
13·10	*34·00*	*198·16*	*36·60*	*214*	*126·0*	*98·6*	*105·5*	*66·0*	*10,468·6*
16·50	32·50	198·37	25·30	223	124·0	96·1	103·1	67·0	12,420·0
3·42	*6·52*	*44·68*	*13·60*	*54*	*125·2*	*97·4*	*107·9*	*60·5*	*9,454·2*
3·05	6·66	41·97	15·30	52	135·5	99·5	108·5	58·1	13,939·8
44·90	*160·40*	*821·10*	*170·10*	*929*	*109·0*	*85·0*	*94·0*	*47·6*	*14,097·0*
51·30	159·60	840·11	208·50	922	109·9	79·6	90·3	48·9	11,948·4
17·90	*26·90*	*170·51*	*93·50*	*213*	*121·9*	*99·4*	*108·7*	*57·6*	*11,841·7*
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
2·00	*11·00*	*82·10*	*37·00*	*107*	*101·1*	*60·1*	*87·5*	*47·3*	*5,699·1*
4·00	11·00	87·06	31·00	106	110·7	69·3	89·5	53·3	6,123·4
191·82	*907·42*	*4,095·16*	*728·20*	..	*118·5*	*82·2*	*94·7*	*59·5*	*12,443·0*
191·73	873·56	3,965·56	885·00	..	128·4	83·8	95·0	57·8	11,913·4
3·07	*14·62*	*97·18*	*24·30*	*108*	*88·5*	*106·4*	*95·1*	*55·6*	*5,200·3*
3·94	15·29	102·03	18·70	112	138·4	102·9	96·6	60·4	5,530·1
20·00	*33·00*	*223·00*	*57·00*	*257*	*109·0*	*88·0*	*103·0*	*65·0*	*7,906·5*
22·00	32·00	228·00	61·00	256	138·0	93·0	99·0	64·0	8,096·5
18·00	*56·00*	*341·00*	*60·00*	*344*	*108·0*	*111·0*	*103·0*	*68·0*	*8,375·7*
17·20	51·90	318·80	83·30	332	117·7	109·8	100·9	62·1	8,709·0
25·00	*45·00*	*246·00*	*64·00*	*279*	*104·0*	*91·6*	*101·8*	*70·0*	*7,000·0*
24·00	48·00	260·00	58·00	287	104·9	93·6	96·9	69·5	7,872·0
11·60	*41·70*	*158·50*	*17·10*	*169*	*97·4*	*70·8*	*86·5*	*58·3*	*5,367·4*
13·10	48·50	172·20	13·90	185	113·6	76·5	82·1	60·1	4,769·1
2·00	*9·00*	*61·00*	*10·00*	*61*	*109·7*	*119·1*	*108·4*	*68·8*	*6,582·2*
2·00	7·00	51·00	25·00	59	76·3	113·3	106·4	57·6	5,182·2
12·20	*26·00*	*232·60*	*39·70*	*257*	*112·1*	*97·0*	*102·6*	*67·3*	*5,044·5*
15·40	26·50	241·60	38·60	267	113·5	92·5	100·0	68·0	5,319·6
1·89	*7·40*	*38·84*	*21·10*	*47*	*138·0*	*111·5*	*116·0*	*55·3*	*6,983·9*
2·19	7·65	37·90	23·80	47	133·5	105·1	106·5	49·3	10,700·7
3·60	*9·00*	*46·40*	*17·00*	*56*	*92·5*	*67·2*	*86·6*	*53·6*	*4,605·1*
5·58	9·00	50·80	11·80	53	120·8	62·3	84·0	80·4	5,452·1
22·00	*26·00*	*242·23*	*81·00*	*282*	*94·8*	*74·3*	*90·9*	*55·8*	*4,080·3*
21·60	25·70	247·50	65·30	284	103·3	80·4	90·6	58·8	4,687·0
119·36	*267·72*	*1,686·75*	*391·20*	..	*104·6*	*93·5*	*98·6*	*62·7*	*6,361·9*
127·01	271·54	1,709·83	399·40	..	112·0	93·7	96·1	63·3	6,564·5
2·64	*9·42*	*60·87*	*21·30*	..	*85·1*	*88·5*	*90·2*	*49·6*	*2,532·9*
2·61	9·38	59·45	26·70	67	86·9	92·7	92·5	48·3	2,239·9
..	..	*16·00*	*1·00*	..	*37·0*	..	*37·0*	*31·0*	*1,522·9*
..	..	10·00	7·00	12	..	76·0	73·0	39·0	2,969·0
0·64	*0·08*	*6·16*	*0·98*	..	*54·5*	..	*54·5*	*33·6*	*674·9*
0·58	..	5·64	2·23	7	26·8	..	54·3	28·5	311·4
1·00	*1·00*	*11·00*	..	*10*	..	..	*93·3*	*68·4*	*5,572·5*
1·00	1·00	11·00	1·00	11	†89·2	..	87·6	64·2	4,729·1
..	..	*1·00*	*1·00*	..	*50·0*	*5·8*	*51·9*	*26·0*	*511·3*
..	..	1·00	..	1	..	..	51·2	25·6	1,295·7
2·65	*9·04*	*45·31*	*28·00*	..	*74·8*	*67·9*	*70·6*	*32·0*	*1,057·0*
1·67	7·48	42·90	31·22	68	72·0	70·3	68·5	30·4	1,079·2
..	..	*5·00*	*5·00*	..	*87·6*	..	*90·1*	*41·0*	*1,869·9*
0·17	..	5·17	4·00	7	..	..	88·2	41·4	1,893·0
5·93	*18·54*	*134·34*	*57·28*	..	*69·2*	*78·3*	*75·4*	*40·1*	*1,832·0*
6·03	17·86	135·16	72·15	..	82·1	81·2	81·0	40·9	1,906·6

31st March 19 5.
per goods engine per day.
Railway figures.

23.—*Statement of Loads of Trains of Class I Railways for the years 1924-25 and 1925-26.*

Railway.	Year.	AVERAGE TRAIN LOAD (IN VEHICLES AND TONS).												
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.								Goods and Proportion of mixed.		
				Main lines.				*Branch lines.*				*Main and Branch lines.*		
		No. of vehicles.	Gross weight, including weight of engine.	Loaded wagons.	Empty wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Empty wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight, including weight of engine.	Gross weight, excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.												Tons.	Tons.	Tons.
Bengal Nagpur	*1924-25*	*16·3*	*397·8*	*27·4*	*10·9*	*38·3*	*71·6*	*14·5*	*14·2*	*28·7*	*50·4*	*383·0*	*832·3*	*718·3*
	1925-26	16·4	408·7	28·0	12·5	40·5	69·1	15·0	15·6	30·6	49·2	392·6	869·9	758·9
Bombay, Baroda and Central India.	*1924-25*	*14·7*	*337·8*	*34·1*	*13·0*	*47·1*	*72·3*	*22·5*	*11·9*	*34·4*	*65·5*	*314·7*	*792·2*	*699·5*
	1925-26	15·2	329·4	34·8	12·5	47·3	73·6	22·9	13·5	36·4	62·9	3:6·2	791·0	691·2
Eastern Bengal	*1924-25*	*16·9*	*497·6*	*35·0*	*15·6*	*50·6*	*69·1*	*36·2*	*21·6*	*57·8*	*62·6*	*331·3*	*879·6*	*801·6*
	1925-26	17·2	401·8	36·1	13·2	49·3	73·2	29·8	15·5	45·3	65·7	352·1	888·9	805·5
East Indian	*1924-25*	*18·5*	*395·2*	*30·4*	*18·8*	*49·2*	*61·8*	*18·5*	*5·5*	*24·0*	*77·1*	*418·9*	*912·4*	*814·1*
	1925-26	18·9	406·2	31·5	18·8	50·3	62·7	25·5	11·9	37·4	68·1	416·5	933·0	834·1
Great Indian Peninsula	*1924-25*	*14·9*	*348·6*	*27·5*	*12·2*	*39·7*	*69·3*	*18·4*	*10·2*	*28·6*	*64·3*	*342·4*	*825·6*	*697·1*
	1925-26	15·2	349·7	29·5	12·6	42·1	70·0	17·7	8·96	26·7	66·4	320·2	794·7	691·8
Madras and Southern Mahratta.	*1924-25*	*14·9*	*372·2*	*29·3*	*12·7*	*42·0*	*69·7*	*9·0*	*3·3*	*12 3*	*73·0*	*312·5*	*793·6*	*679·8*
	1925-26	15·1	386·2	31·9	14·3	46·2	69·1	24·9	7·36	32·3	77·2	356·9	843·5	733·0
Nizam's Guaranteed State.	*1924-25*	*11·7*	*294·6*	*23·4*	*8·5*	*31·9*	*73·4*	*18·5*	*6·2*	*24 7*	*74·9*	*276·3*	*657·9*	*556·1*
	1925-26	11·8	323·1	24·0	9·83	33·8	70·9	12·1	7·75	19·9	61·1	288·6	675·8	579·2
North Western	*1924-25*	*19·1*	*393·6*	*36·7*	*17·9*	*54·6*	*67·2*	*28·5*	*10·4*	*38·9*	*73·1*	*392·0*	*892·4*	*792·4*
	1925-26	19·3	395·6	35·9	14·0	49·9	72·0	27·4	8·97	36·4	75·4	342·7	834·5	735·5
Oudh and Rohilkhand	*1924-25*	*18·5*	*399·9*	*30·2*	*17·1*	*47·3*	*63·8*	*25·2*	*8·7*	*33·9*	*74·3*	*378·3*	*837·6*	*744·4*
	1925-26	*	*	*	*	*	*	*	*	*	*	*	*	*
South Indian	*1924-25*	*13·6*	*320·0*	*22·3*	*7·7*	*30·0*	*74·2*	*Nil*	*Nil*	*Nil*	*Nil*	*233·8*	*590·2*	*496·2*
	1925-26	12·8	323·1	21·6	7·46	29·1	74·3	*Nil*	*Nil*	*Nil*	*Nil*	232·9	595·8	496·6
Average for 5′ 6″ gauge	*1924-25*	*16·7*	*386·7*	*30·4*	*15·2*	*45·6*	*66·7*	*22·9*	*9·3*	*32·2*	*71·1*	*379·7*	*860·9*	*753·4*
	1925-26	17·0	386·7	31·2	14·9	46·1	67·7	24·1	10·1	34·2	70·6	371·8	869·4	759·2
3′ 3⅜″ GAUGE.														
Assam-Bengal	*1924-25*	*20·9*	*297·6*	*18·7*	*8·3*	*27·0*	*69·2*	*11·6*	*3·52*	*15·1*	*76·7*	*132·7*	*336·3*	*278·0*
	1925-26	20·3	309·8	21·6	9·98	31·6	67·7	11·4	4·60	16·0	71·2	128·5	345·7	285·5
Bengal and North-Western.	*1924-25*	*19·1*	*265·8*	*33·2*	*9·4*	*42·6*	*80·0*	*25·2*	*9·55*	*34·8*	*72·5*	*163·0*	*365·9*	*311·6*
	1925-26	19·4	256·8	33·9	11·3	45·2	75·1	23·8	8·59	32·4	73·5	155·9	362·4	311·8
Bombay, Baroda and Central India.	*1924-25*	*18·0*	*241·5*	*27·0*	*11·4*	*38·4*	*70·2*	*26·0*	*10·10*	*36·1*	*72·0*	*168·4*	*374·9*	*324·5*
	1925-26	18·2	235·0	28·8	12·0	40·8	70·6	25·6	9·73	35·3	72·5	166·8	376·4	324·2
Burma	*1924-25*	*23·1*	*251·9*	*33·3*	*11·3*	*44·6*	*74·7*	*12·1*	*5·99*	*18·1*	*66·8*	*184·4*	*411·8*	*352·2*
	1925-26	21·4	261·9	32·9	12·3	45·2	72·8	12·5	5·72	18·2	68·6	192·5	421·7	359·0
Eastern Bengal	*1924-25*	*23·2*	*377·2*	*35·2*	*12·9*	*48·1*	*73·2*	*15·4*	*9·98*	*25·4*	*60·7*	*178·6*	*515·4*	*463·2*
	1925-26	22·8	309·1	33·2	14·7	47·9	69·3	16 6	12·7	29·3	56·8	168·6	442·7	390·9
Jodhpur	*1924-25†*	*21·0*	*274·9*	*27·7*	*14·5*	*42·2*	*65·7*	*9·0*	*8·64*	*17·6*	*51·1*	*136·8*	*346·1*	*284·2*
	1925-26	21·6	251·3	29·0	15·9	44·9	64·5	7·76	6·44	14·2	54·7	135·3	342·6	282·6
Madras and Southern Mahratta.	*1924-25*	*15·8*	*227·2*	*20·5*	*7·0*	*27·5*	*74·4*	*10·8*	*5·07*	*15·8*	*68·0*	*114·1*	*298·3*	*243·8*
	1925-26	16·0	232·3	22·3	7·15	29·5	75·7	16·0	6·92	22·9	69·7	123·0	311·0	256·3
Nizam's Guaranteed State.	*1924-25*	*11·9*	*192·6*	*32·9*	*9·6*	*42·5*	*77·4*	*8·1*	*6·99*	*15·1*	*53·8*	*213·5*	*486·4*	*416·6*
	1925-26	11·9	193·2	34·1	9·27	43·4	78·6	20·8	10·3	31·1	66·9	213·1	495·4	424·6
Rohilkund and Kumaon	*1924-25*	*15·9*	*222·0*	*23·4*	*10·0*	*33·4*	*70·1*	*10·6*	*7·61*	*18·2*	*58·2*	*150·3*	*333·2*	*284·2*
	1925-26	18·2	242·7	21·6	11·6	33·2	65·2	15·2	11·0	26·2	58·2	156·4	347·4	297·4
South Indian	*1924-25*	*18·0*	*204·4*	*29·2*	*12·7*	*41·9*	*69·8*	*20·6*	*6·59*	*27·2*	*75·7*	*130·0*	*362·0*	*307·1*
	1925-26	18·1	208·8	28·3	12·2	40·5	69·8	19·5	6·39	25·9	75·3	135·5	370·6	313·6
Average for 3′ 3⅜″ gauge	*1924-25*	*18·0*	*251·7*	*27·8*	*10·3*	*38·2*	*72·9*	*21·8*	*8·42*	*30·2*	*72·2*	*162·6*	*381·2*	*323·6*
	1925-26	18·3	246·6	29·0	11·3	40·3	72·0	20·5	8·01	28·5	71·9	155·8	376·2	318·7
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal Nagpur	*1924-25*	..	..	..	..	..	..	..	..	..	..	*78·9*	*228·8*	*174·9*
	1925-26	..	..	..	..	..	..	..	..	..	..	74·0	226·4	173·8
Bombay, Baroda and Central India.	*1924-25*	..	..	..	..	..	..	..	..	..	..	*50·3*	*136·7*	*107·6*
	1925-26	..	..	..	..	..	..	..	..	..	..	48·9	134·2	104·7
Eastern Bengal	*1924-25*	..	..	..	..	..	..	..	..	..	..	*20·7*	*66·7*	*53·4*
	1925-26	..	..	..	..	..	..	..	..	..	..	19·3	68·2	55·0
Great Indian Peninsula	*1924-25*	..	..	..	..	..	..	..	..	..	..	*65·5*	*236·7*	*177·5*
	1925-26	..	..	..	..	..	..	..	..	..	..	52·4	206·0	163·6
Jodhpur	*1924-25†*	..	..	..	..	..	..	..	..	..	..	*19·5*	*66·3*	*43·6*
	1925-26	..	..	..	..	..	..	..	..	..	..	25·2	64·1	49·8
North Western	*1924-25*	..	..	..	..	..	..	..	..	..	..	*40·4*	*148·1*	*101·9*
	1925-26	..	..	..	..	..	..	..	..	..	..	38·3	138·6	93·7
South Indian	*1924-25*	..	..	..	..	..	..	..	..	..	..	*39·3*	*160·4*	*119·1*
	1925-26	..	..	..	..	..	..	..	..	..	..	37·2	138·3	97·8
Average for 2′ 6″ and 2′ 0″ gauges.	*1924-25*	..	..	..	..	..	..	..	..	..	..	*65·0*	*196·9*	*147·0*
	1925-26	..	..	..	..	..	..	..	..	..	..	59·5	190·3	141·3

* Included in East Indian Railway figures
† For six months ended 31st March 1925.

24.—Statement of Vehicle User of Class I Railways for the years 1924-25 and 1925-26.

Railway.	Year.	COACHING STOCK. Average authorised stock (excluding stock ordered but not yet handed over to traffic.) Passenger carriages.	Other coaching vehicles.	Average number on the line. Passenger carriages.	Other coaching vehicles.	GOODS STOCK. Average authorised stock (excluding wagons ordered but not yet handed over to traffic). In units.	Average number of wagons on the line daily pooled and non-pooled (in terms of four-wheelers).	Average starting wagon load (in tons). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) All Traffic.	Wagon miles per wagon day.	Net ton miles per wagon day.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ Gauge.													
Bengal-Nagpur	*1924-25*	*934*	*240*	*807*	*222*	*21,680*	*22,965*	*	*	*	*14·3*	*26·4*	*268·6*
	1925-26	954	248	805	227	22,039	22,888	18·3	17·5	12·4	14·4	28·3	280·4
Bombay, Baroda and Central India	*1924-25*	*715*	*288*	*709*	*274*	*9,427*	*9,677*	*	*	*	*10·8*	*36·9*	*281·6*
	1925-26	726	288	717	271	10,794	10,189	12·3	11·0	8·0	11·0	35·8	281·0
Eastern Bengal	*1924-25*	*616*	*309*	*544*	*267*	*8,759*	*8,747*	*	*	*	*9·5*	*20·1*	*133·2*
	1925-26	614	310	545	264	8,414	9,457	16·8	13·4	8·3	10·1	18·6	135·7
East Indian	*1924-25*	*1,880*	*872*	*1,384*	*706*	*42,872*	*41,277*	*	*	*	*14·5*	*41·9*	*382·9*
	1925-26	2,764	1,228	2,320	1,054	52,372	49,211	18·2	11·5	11·0	13·8	37·4	328·1
Great Indian Peninsula	*1924-25*	*1,560*	*747*	*1,651*	*859*	*18,666*	*19,415*	*	*	*	*13·6*	*43·5*	*404·9*
	1925-26	1,597	746	1,684	866	19,432	19,388	17·1	15·9	12·3	12·1	44·1	373·3
Madras and Southern Mahratta.	*1924-25*	*651*	*209*	*740*	*218*	*5,548*	*5,420*	*	*	*	*11·2*	*43·6*	*341·6*
	1925-26	679	216	753	226	5,557	5,517	15·9	12·6	8·3	12·5	42·5	380·7
Nizam's Guaranteed State.	*1924-25*	*69*	*51*	*106*	*53*	*1,835*	*1,598*	*	*	*	*12·8*	*30·0*	*265·6*
	1925-26	75	52	112	54	1,773	1,391	17·5	14·3	6·9	12·4	35·2	309·7
North-Western	*1924-25*	*2,466*	*1,117*	*2,374*	*1,078*	*29,312*	*27,947*	*	*	*	*12·1*	*38·3*	*320·2*
	1925-26	2,601	1,177	2,438	1,198	29,188	28,670	18·1	15·0	9·1	10·9	29·6	237·9
Oudh and Rohilkhand	*1924-25*	*800*	*332*	*763*	*329*	*8,111*	*6,051*	*	*	*	*13·6*	*38·2*	*337·6*
	1925-26	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
South Indian	*1924-25*	*199*	*74*	*202*	*76*	*1,502*	*1,565*	*	*	*	*11·4*	*30·9*	*264·0*
	1925-26	279	90	202	75	1,798	1,404	16·0	14·1	9·4	11·5	38·0	331·0
Total and average(a)	*1924-25*	*9,890*	*4,239*	*9,280*	*4,076*	*147,712*	*144,662*	..	..	..	*13·2*	*37·0*	*327·9*
	1925-26	10,289	4,355	9,576	4,235	151,367	148,065	..	..	..	12·6	34·2	295·3
3′ 3½″ Gauge.													
Assam Bengal	*1924-25*	*456*	*115*	*453*	*119*	*4,662*	*4,849*	*	*	*	*6·3*	*20·0*	*95·4*
	1925-26	465	122	465	122	4,662	4,951	10·2	8·3	5·5	6·3	21·9	101·4
Bengal and North Western.	*1924-25*	*1,220*	*205*	*1,081*	*91*	*9,139*	*9,899*	*	*	*	*6·7*	*21·9*	*123·9*
	1925-26	1,252	205	1,156	198	9,357	10,633	9·5	9·3	7·3	6·7	22·0	112·1
Bombay, Baroda and Central India.	*1924-25*	*1,435*	*337*	*1,435*	*337*	*9,065*	*10,201*	*	*	*	*6·9*	*45·5*	*225·2*
	1925-26	1,545	340	1,435	337	9,120	10,419	9·2	8·4	6·2	6·5	39·5	192·5
Burma	*1924-25*	*916*	*264*	*916*	*264*	*8,866*	..	*	*	*	*7·4*	*31·9*	*179·9*
	1925-26	910	253	910	253	9,174	9,109	10·7	10·1	7·4	7·7	35·5	201·0
Eastern Bengal	*1924-25*	*702*	*326*	*713*	*322*	*5,573*	*6,968*	*	*	*	*5·7*	*21·6*	*90·2*
	1925-26	694	328	725	325	4,878	6,980	8·1	7·7	6·6	5·6	24·1	93·7
Jodhpur	*1924-25†*	*172*	*39*	*185*	*40*	*2,114*	*2,616*	*	*	*	*5·2*	*47·9*	*183·0*
	1925-26	187	42	189	41	2,297	2,402	9·6	6·9	3·8	6·0	33·7	134·6
Madras and Southern Mahratta.	*1924-25*	*988*	*124*	*996*	*146*	*6,573*	*6,769*	*	*	*	*5·9*	*38·5*	*169·3*
	1925-26	1,007	126	988	153	6,614	7,119	8·3	7·1	5·2	6·2	37·2	174·4
Nizam's Guaranteed State.	*1924-25*	*152*	*42*	*151*	*42*	*1,081*	*1,047*	*	*	*	*7·9*	*38·7*	*217·0*
	1925-26	152	41	151	41	1,043	1,047	8·9	9·9	5·8	7·0	31·7	180·4
Rohilkund and Kumaon	*1924-25*	*250*	*52*	*249*	*54*	*2,519*	..	*	*	*	*8·1*	*17·5*	*99·9*
	1925-26	262	53	262	55	2,568	2,287	12·6	10·5	7·4	8·3	17·4	100·2
South Indian	*1924-25*	*1,175*	*164*	*1,182*	*160*	*3,745*	*5,662*	*	*	*	*5·3*	*34·4*	*130·5*
	1925-26	1,342	235	1,158	170	3,918	5,576	7·9	7·0	5·1	5·7	35·9	147·4
Total and average (a)	*1924-25*	*7,466*	*1,668*	*7,361*	*1,575*	*53,337*	*(b) 48,011*	..	..	..	*6·6*	*31·3*	*152·6*
	1925-26	7,816	1,745	7,429	1,695	53,631	60,511	..	..	..	6·6	30·8	148·5
2′ 6″ and 2′ 0″ Gauges.													
Bengal Nagpur	*1924-25*	*359*	*42*	*340*	*42*	*1,612*	*2,985*	*	*	*	*4·7*	*18·1*	*55·7*
	1925-26	376	42	358	42	1,636	3,053	*	*	*	4·4	16·8	48.1
Bombay, Baroda and Central India.	*1924-25*	*57*	..	*57*	..	*380*	*353*	*	*	*	*6·1*	*9·9*	*38·0*
	1925-26	56	1	56	1	255	362	*	*	*	5·6	10·7	39·3
Eastern Bengal	*1924-25*	*67*	*3*	*66*	*3*	*95*	*87*	*	*	*	*2·1*	*4·8*	*8·7*
	1925-26	67	3	66	3	95	86	4·6	3·6	4·0	2·2	5·1	8·3
Great Indian Peninsula	*1924-25*	*	*	*	*	*	*	*	*	*	*	*20·5*	*122·5*
	1925-26	44	3	44	3	148	291	*Nil*	*Nil*	*Nil*	6·8	13·5	65·0
Jodhpur	*1924-25†*	*5*	..	*5*	..	*8*	*9*	*	*	*	*2·0*	*14·5*	*23·7*
	1925-26	5	..	5	..	8	9	*Nil*	*Nil*	*Nil*	3·1	16·9	37·5
North Western	*1924-25*	*253*	*46*	*246*	*48*	*686*	*1,063*	*	*	*	*3·6*	*12·4*	*42·9*
	1925-26	253	46	246	48	673	1,047	7·7	7·1	4·7	3·8	15·7	41·9
South Indian	*1924-25*	*35*	..	*35*	..	*78*	*156*	*	*	*	*2·9*	*11·8*	*26·9*
	1925-26	34	1	34	1	78	156	4·7	4·1	3·2	2·6	13.6	28·3
Total and average(a)	*1924-25*	*776*	*91*	*749*	*93*	*2,859*	*4,653*	..	..	..	*4·4*	*16·8*	*49·6*
	1925-26	835	96	809	98	2,893	5,004	..	..	..	4·4	15·7	45·8

*Information not available.
†For six months ended 31st March 1925.
‡Included in East Indian Railway figures.
(a) Totals in columns 3 to 8 and averages in columns 9 to 14.
(b) Excluding the figures of Burma and R. and K. Railways.

25.—Statement of Density of Traffic on Class I Railways for the years 1924-25 and 1925-26.

Railway.	Year.	Passenger miles per running track mile per annum.	Passenger miles per route mile per annum.	Net ton miles per running track mile per annum.	Net ton miles per route mile per annum.	Gross ton miles per running track mile per annum.	Gross ton miles per route mile per annum.	Train miles per running track mile per day.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1924-25* ..	*456,313*	*499,776*	*1,011,933*	*1,107,818*	*2,960,891*	*3,242,909*	*13·1*
	1925-26 ..	455,541	506,651	1,036,599	1,152,148	3,080,107	3,424,916	12·6
Bombay, Baroda and Central India.	*1924-25* ..	*826,878*	*993,754*	*619,771*	*744,849*	*2,712,024*	*3,259,349*	*14·0*
	1925-26 ..	815,657	995,004	621,528	758,189	2,625,734	3,203,079	13·7
Eastern Bengal	*1924-25* ..	*798,872*	*1,040,521*	*486,665*	*633,576*	*4,208,601*	*4,179,261*	*15·0*
	1925-26 ..	830,379	1,079,149	532,835	692,464	2,985,596	3,880,040	15·1
East Indian	*1924-25* ..	*677,136*	*892,412*	*1,535,158*	*2,004,893*	*4,536,030*	*5,964,787*	*13·7*
	1925-26 ..	648,831	787,616	1,198,666	1,460,405	3,861,270	4,710,520	15·7
Great Indian Peninsula	*1924-25* ..	*500,259*	*634,832*	*744,218*	*944,416*	*2,628,439*	*3,335,504*	*13·0*
	1925-26 ..	473,357	592,151	657,841	822,933	2,513,660	3,144,491	13·0
Madras and Southern Mahratta.	*1924-25* ..	*661,938*	*689,544*	*603,659*	*628,834*	*2,640,977*	*2,751,120*	*14·1*
	1925-26 ..	695,697	724,711	681,641	710,069	2,826,123	2,943,987	14·3
Nizam's Guaranteed State.	*1924-25* ..	*359,314*	*359,314*	*378,211*	*378,211*	*1,458,684*	*1,458,684*	*9·5*
	1925-26 ..	363,997	363,997	407,123	407,123	1,531,935	1,531,935	8·97
North Western	*1924-25* ..	*502,927*	*583,932*	*517,199*	*600,502*	*1,915,894*	*2,224,584*	*8·8*
	1925-26 ..	515,390	595,239	396,911	458,404	1,782,149	2,058,254	8·85
Oudh and Rohilkhand	*1924-25* ..	*526,275*	*533,453*	*467,233*	*473,671*	*1,043,201*	*1,057,575*	*9·3*
	1925-26 ..	*	*	*	*	*	*	*
South Indian	*1924-25* ..	*†511,061*	*†511,061*	*335,193*	*335,193*	*†1,807,375*	*†1,807,375*	*†12·0*
	1925-26 ..	426,797	426,797	381,671	381,671	1,580,578	1,580,578	10·5
Total	*1924-25* ..	*672,476*	*674,706*	*(a)790,787*	*(a)932,000*	*2,733,593* (b)	*3,221,740* (b)	*12·9*
	1925-26 ..	574,471	677,973	722,885	853,127	2,699,730	3,186,140	12·6
3′ 3¼″ Gauge.								
Assam Bengal	*1924-25* ..	*310,513*	*310,513*	*155,034*	*155,034*	*761,770*	*761,770*	*6·8*
	1925-26 ..	335,886	335,886	170,720	170,720	847,774	847,774	7·12
Bengal and North Western	*1924-25* ..	*554,926*	*557,518*	*212,674*	*213,668*	*477,382*	*479,612*	*8·6*
	1925-26 ..	593,252	595,992	206,995	207,954	464,828	466,981	8·14
Bombay, Baroda and Central India.	*1924-25* ..	*538,216*	*538,879*	*346,789*	*347,216*	*1,246,937*	*1,248,554*	*11·5*
	1925-26 ..	527,935	528,324	314,038	314,269	1,183,562	1,184,433	10·7
Burma	*1924-25* ..	*367,624*	*397,660*	*301,817*	*326,477*	*1,072,993*	*1,160,661*	*8·8*
	1925-26 ..	386,277	421,639	357,516	390,245	1,229,059	1,341,571	10·0

H53RAR

* Included in East Indian Railway figures.

†These results have been worked out excluding the particulars of the Jalarpet-Madras section of the M. & S. M. Railway over which South Indian Railway exercise running powers.

(a) Revised figures.

(b) In calculating these results departmental Ton-miles have been excluded.

Statement of Density of Traffic on Class I Railways for the years 1924-25 and 1925-26—concld.

Railway.	Year.	Passenger miles per running track mile per annum.	Passenger miles per route mile per annum.	Net ton miles per running track mile per annum.	Net ton miles per route mile per annum.	Gross ton miles per running track mile per annum.	Gross ton miles per route mile per annum.	Train miles per running track mile per day.
1	2	3	4	5	6	7	8	9
3' 3¾" GAUGE—*concld.*								
Eastern Bengal	*1924-25* ..	*498,077*	*501,728*	*228,680*	*230,357*	*1,437,107*	*1,447,626*	*10·0*
	1925-26 ..	569,304	573,510	239,807	241,579	1,385,768	1,396,008	10·4
Jodhpur	*1924-25* ..	*206,075*	*206,075*	*245,262*	*245,262*	*824,976*	*824,976*	*7·1*
	1925-26 ..	180,061	205,840	123,746	141,463	519,249	593,591	4·77
Madras and Southern Mahratta.	*1924-25* ..	*314,338*	*314,338*	*211,476*	*211,476*	*923,607*	*923,607*	*10·0*
	1925-26 ..	309,905	309,905	229,949	229,949	974,654	974,654	10·1
Nizam's Guaranteed State.	*1924-25* ..	*348,303*	*359,529*	*141,441*	*145,999*	*657,195*	*678,377*	*6·8*
	1925-26 ..	319,909	329,721	112,654	116,108	558,728	575,865	5·78
Rohilkund and Kumaon	*1924-25* ..	*303,792*	*304,409*	*136,283*	*136,560*	*531,084*	*531,084*	*5·5*
	1925-26 ..	312,922	313,558	146,205	146,502	555,772	556,902	6·04
South Indian	*1924-25* ..	*710,349*	*710,349*	*203,073*	*203,073*	*1,191,172*	*1,191,172*	*14·1*
	1925-26 ..	738,150	738,150	234,989	234,989	1,353,986	1,353,986	14·4
Total	*1924-25* ..	*(a)444,461*	*(a)450,385*	*(a)249,682*	*(a)253,010*	*(b)1,007,017*	*(b) 1,020,430*	*10·3*
	1925-26 ..	458,978	465,767	245,301	248,929	1,040,069	1,055,453	9·54
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	*1924-25* ..	*151,227*	*151,227*	*66,787*	*66,787*	*362,836*	*362,836*	*4·7*
	1925-26 ..	155,007	155,007	58,431	58,431	354,306	354,306	4·68
Bombay, Baroda and Central India.	*1924-25* ..	*165,823*	*165,823*	*32,698*	*32,698*	*188,246*	*188,246*	*3·31*
	1925-26 ..	160,260	160,260	29,637	29,637	187,967	187,967	3·37
Eastern Bengal	*1924-25* ..	*157,063*	*157,063*	*5,025*	*5,025*	*121,138*	*121,138*	*6·1*
	1925-26 ..	182,402	182,402	5,784	5,784	137,279	137,279	6·32
Great Indian Peninsula	*1924-25* ..	*207,981*	*207,981*	*53,815*	*53,815*	*276,639*	*276,639*	*4·02*
	1925-26 ..	181,502	181,502	45,990	45,990	269,180	269,180	4·18
Jodhpur	*1924-25* ..	*41,638*	*41,638*	*3,253*	*3,253*	*22,817*	*22,817*	*2·0*
	1925-26 ..	42,405	43,699	4,731	4,875	39,638	40,847	1·96
North Western	*1924-25* ..	*114,469*	*114,469*	*36,296*	*36,296*	*241,010*	*241,010*	*4·8*
	1925-26 ..	115,348	115,348	34,889	34,889	236,574	236,574	4·8
South Indian	*1924-25* ..	*94,987*	*94,987*	*15,516*	*15,516*	*191,856*	*191,856*	*4·5*
	1925-26 ..	106,791	106,791	17,658	17,658	193,581	193,581	4·52
Total	*1924-25* ..	*(a)137,002*	*(a)137,002*	*(a)49,846*	*(a)49,846*	*(b)278,013*	*(b)278,013*	*4·5*
	1925-26 ..	135,216	135,216	43,371	43,371	272,335	272,335	4·29
Total Class I Railways	*1924-25* ..	*(a)503,214*	*(a)554,907*	*(a)554,879*	*(d)611,879*	*(b)1,976,129*	*(b) 2,179,126*	*11·8*
	1925-26 ..	509,331	562,389	513,225	566,689	1,967 670	2,172,646	11·0

(*a*) Revised figures.

(*b*) In calculating the results departmental Ton-miles have been excluded.

H53RAR

26.—*Statement of Repairs of Rolling Stock of Clsass Railways*

Railway.	Year.	Engines. Average number under or awaiting repair.	Engines. Percentage of column 3 to average number on the line.	Average number of passenger carriages under or awaiting repair.	Percentage of column 5 to average number on the line.
1	2	3	4	5	6
5′ 6″ Gauge.					
Bengal-Nagpur	*1924-1925*	*172*	*26·0*	*146*	*18·1*
	1925-1926	189	26·7	151	18·8
Bombay, Baroda and Central India	*1924-1925*	*84*	*18·7*	*129*	*18·2*
	1925-1926	98	22·3	100	14·0
Eastern Bengal	*1924-1925*	*88*	*29·8*	*81*	*14·9*
	1925-1926	85	27·4	75	13·9
East Indian	*1924-1925*	*171*	*12·8*	*244*	*17·6*
	1925-1926	241	14·6	342	14·8
Great Indian Peninsula	*1924-1925*	*373*	*28·1*	*329*	*19·9*
	1925-1926	324	24·5	317	18·8
Madras and Southern Mahratta	*1924-1925*	*79*	*25·7*	*118*	*16·0*
	1925-1926	81	26·5	139	18·4
Nizam's Guaranteed State	*1924-1925*	*21*	*26·7*	*13*	*12·6*
	1925-1926	21	26·7	14	12·2
North Western	*1924-1925*	*362*	*21·3*	*398*	*16·8*
	1925-1926	407	26·1	357	14·0
Oudh and Rohilkhand	*1924-1925*	*55*	*17·3*	*96*	*12·6*
	1925-1926	*	*	*	*
South Indian	*1924-1925*	*32*	*21·2*	*25*	*12·4*
	1925-1926	29	19·8	30	14·9
Total	*1924-1925*	*1,437*	*21·9*	*1,579*	*17·0*
	1925-1926	1,475	22·6	1,525	15·9
3′ 3¾″ Gauge.					
Assam-Bengal	*1924-1925*	*45*	*27·0*	*57*	*12·5*
	1925-1926	42	25·9	49	10·5
Bengal and North-Western	*1924-1925*	*75*	*21·1*	*124*	*11·5*
	1925-1926	63	17·9	103	8·39
Bombay, Baroda and Central India	*1924-1925*	*110*	*21·5*	*198*	*13·8*
	1925-1926	115	22·1	157	10·9
Burma	*1924-1925*	*43*	*13·4*	*137*	*15·0*
	1925-1926	44	12·2	115	12·6
Eastern Bengal	*1924-1925*	*59*	*25·2*	*100*	*14·0*
	1925-1926	49	20·9	100	13·8
Jodhpur	*1924-1925*†	*26*	*26·3*	*21*	*10·3*
	1925-1926	20	20·8	21	11·1
Madras and Southern Mahratta	*1924-1925*	*83*	*23·3*	*106*	*10·6*
	1925-1926	76	21·2	158	15·9
Nizam's Guaranteed State	*1924-1925*	*21*	*26·3*	*16*	*10·5*
	1925-1926	20	24·7	18	11·7
Rohilkund and Kumaon	*1924-1925*	*11*	*15·3*	*38*	*15·1*
	1925-1926	12	16·4	47	18·1
South Indian	*1924-1925*	*71*	*18·0*	*134*	*11·3*
	1925-1926	68	17·8	124	10·7
Total	*1924-1925*	*549*	*20·9*	*931*	*12·6*
	1925-1926	509	19·4	892	12·0
2′ 6″ and 2′ 0″ Gauges.					
Bengal-Nagpur	*1924-1925*	*29*	*25·7*	*33*	*9·8*
	1925-1926	28	24·4	32	8·99
Bombay, Baroda and Central India	*1924-1925*	*2*	*10·5*	*3*	*5·3*
	1925-1926	2	10·5	3	5·36
Eastern Bengal	*1924-1925*	*3*	*28·6*	*3*	*4·1*
	1925-1926	2	21·3	7	10·6
Great Indian Peninsula	*1924-1925*	‡	‡	‡	‡
	1925-1926	3	20·0	3	6·82
Jodhpur	†*1924-1925*	*1*	*50·0*	*Nil*	*Nil*
	1925-1926	1	50·0	*Nil*	*Nil*
North Western	*1924-1925*	*23*	*23·4*	*24*	*9·8*
	1925-1926	22	22·0	24	9·76
South Indian	*1924-1925*	*1*	*9·1*	*2*	*5·7*
	1925-1926	2	18·2	2	5·88
Total	*1924-1925*	*59*	*23·3*	*65*	*8·7*
	1925-1926	60	22·2	71	8·8
Total Class I Railways	*1924-1925*	*2,045*	*21·7*	*2,575*	*14·8*
	1925-1926	2,044	21·7	2,488	14·0

* Included in E. I. Ry. figures.

† For half-year ended 31st March 1925.

‡ Information not available.

for the years ended 31st March 1925 and 1926.

Coaching Stock.				Goods Stock.			
Average number of other coaching vehicles under or awaiting repair.	Percentage of column 7 to average number on the line.	Number over due repairs on 31st March 1925 and 1926.	Percentage of column 9 to average authorized stock (excluding stock ordered but not yet handed over to traffic).	Number of unserviceable wagons.	Percentage of column 11 to average number on the line daily.	Number over due repairs on 31st March 1925 and 1926.	Percentage of column 13 to average authorized number of wagons owned (excluding wagons ordered but not yet handed over to traffic).
7	8	9	10	11	12	13	14
22	*10·1*	*31*	*2·6*	*1,686*	*7·6*	*5,007*	*23·1*
29	12·8	256	36·4	1,859	8·13	4,417	19·9
41	*15·0*	*183*	*18·5*	*476*	*4·9*	*364*	*3·4*
25	9·23	63	6·21	375	3·68	325	3·19
38	*14·2*	*125*	*13·5*	*626*	*7·2*	*2,354*	*27·1*
28	10·4	114	12·3	910	9·61	1,235	14·7
89	*12·6*	*334*	*12·1*	*1,946*	*4·7*	*3,154*	*7·4*
122	11·6	648	16·0	2,616	5·32	5,496	10·4
111	*12·9*	*1,162*	*50·4*	*1,232*	*6·4*	*3,269*	*18·3*
131	15·1	1,269	53·0	1,175	6·06	3,100	16·5
15	*7·1*	*245*	*28·5*	*525*	*9·7*	*526*	*9·5*
33	14·6	275	30·7	652	11·8	588	10·6
6	*10·6*	*7*	*5·8*	*145*	*9·1*	*69*	*3·7*
7	12·5	8	6·32	142	10·0	87	4·91
112	*10·4*	*224*	*6·3*	*2,256*	*8·1*	*1,721*	*5·9*
110	9·10	302	7·99	1,963	6·85	2,051	7·03
41	*12·5*	*258*	*22·3*	*537*	*8·9*	*790*	*9·6*
*	*	*	*	*	*	*	*
5	*7·14*	*10*	*3·7*	*321*	*20·5*	*142*	*9·5*
6	8·00	6	1·63	108	7·69	141	7·84
480	*11·8*	*2,579*	*18·3*	*9,750*	*6·7*	*17,396*	*11·8*
491	11·6	2,941	20·1	9,800	6·62	17,440	11·5
9	*7·6*	*86*	*15·1*	*267*	*5·5*	*180*	*3·9*
11	8·65	50	8·52	360	7·27	328	7·04
8	*8·2*	*37*	*2·6*	*442*	*4·5*	*Nil*	*Nil*
13	6·81	32	2·19	388	3·81	*Nil*	*Nil*
61	*18·1*	*280*	*14·9*	*622*	*6·1*	*2,258*	*24·9*
68	20·0	379	20·1	549	5·27	2,015	22·1
20	*7·6*	*71*	*8·0*	*1,039*	*Nil.*	*1,300*	*14·5*
13	5·13	31	2·67	852	9·35	400	4·31
28	*8·8*	*371*	*36·1*	*491*	*7·0*	*1,536*	*29·0*
41	12·7	281	27·5	706	10·1	1,389	28·5
2	*5·0*	*31*	*14·7*	*61*	*2·3*	*376*	*17·8*
4	9·76	27	11·8	53	2·57	97	4·22
8	*5·7*	*210*	*18·9*	*564*	*8·3*	*307*	*4·7*
11	7·33	304	26·8	558	7·83	277	4·19
5	*11·0*	*13*	*6·7*	*39*	*3·7*	*40*	*3·7*
4	9·44	8	4·14	28	2·65	*Nil*	*Nil*
6	*11·0*	*15*	*5·0*	*101*	*4·2*	*Nil*	*Nil*
9	17·1	*Nil*	*Nil*	102	4·46	*Nil*	*Nil*
14	*8·8*	*204*	*16·2*	*650*	*11·5*	*600*	*16·0*
13	7·64	259	16·4	592	10·6	614	15·7
161	*10·2*	*1,318*	*14·4*	*4,276*	(a) *6·53*	*6,597*	*12·4*
187	11·0	1,371	14·3	4,188	6·92	5,120	9·55
3	*7·4*	*17*	*4·2*	*38*	*5·8*	*64*	*4·0*
4	10·5	‡	‡	135	4·42	‡	‡
Nil	*Nil*	*28*	*49·1*	*13*	*3·7*	*Nil*	*Nil*
Nil	*Nil*	20	35·7	7	2·01	*Nil*	*Nil*
Nil	*Nil*	*39*	*55·7*	*3*	*3·4*	*48*	*50·5*
Nil	*Nil*	27	38·6	1	1·59	32	34·0
‡	‡	‡	‡	‡	‡	‡	‡
Nil	*Nil*	27	55·3	6	2·06	47	31·8
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
5	*10·4*	*92*	*30·8*	*51*	*4·8*	*164*	*23·9*
4	8·33	96	32·1	66	6·30	120	17·8
Nil	*Nil*	*Nil*	*Nil*	*2*	*1·3*	*5*	*6·4*
Nil	*Nil*	7	20·0	6	3·85	3	3·85
8	*8·6*	*176*	*20·3*	*157*	*3·4*	*281*	*9·8*
8	8·16	177	34·5	221	4·42	202	16·1
649	*11·3*	*4,073*	*16·9*	*14,183*	*7·3*	*24,274*	*11·9*
686	11·4	4,489	18·2	14,209	6·65	22,762	11·0

(a) Revised figures.

27-(a).—*Statement of Coal Consumption*

Railway.	Year.	Number of tons of fuel consumed.				
		Foreign coal.	Indian coal.	Wood. (in terms of coal).	Oil fuel. (in terms of coal).	Total (in terms of coal).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal-Nagpur	*1924-25*	..	*637,797*	..	..	*637,797*
	1925-26	..	622,903	..	..	622,903
Bombay, Baroda and Central India	*1924-25*	*5,578*	*356,785*	*4,571*	..	*364,191*
	1925-26	..	357,584	5,125	..	359,634
Eastern Bengal	*1924-25*	..	*250,529*	..	..	*250,529*
	1925-26	..	262,485	..	..	262,485
East Indian	*1924-25*	..	*1,228,907*	..	..	*1,228,907*
	1925-26	..	1,441,936	..	..	1,441,936
Great Indian Peninsula	*1924-25*	..	*1,028,889*	42	*78,058*	*1,170,829*
	1925-26	..	960,643	67	69,522	1,087,073
Madras and Southern Mahratta	*1924-25*	*4,921*	*212,893*	..	*44*	*217,894*
	1925-26	..	221,192	..	41	221,266
Nizam's Guaranteed State	*1924-25*	..	*55,437*	..	..	*55,437*
	1925-26	..	53,544	195	..	53,622
North Western	*1924-25*	..	*955,508*	*2,673*	*57,104*	*1,060,402*
	1925-26	..	959,254	1,398	49,130	1,049,140
Oudh and Rohilkhand	*1924-25*	..	*231,169*	..	..	*231,169*
	1925-26	†	†	†	†	†
South Indian	*1924-25*	..	*70,001*	*183*	..	*70,075*
	1925-26	..	78,073	16	3	78,085
Total	*1924-25*	*10,499*	*5,027,915*	*7,469*	*135,206*	*5,287,230*
	1925-26	..	4,957,614	6,801	118,696	5,176,144
3′ 3⅜″ Gauge.						
Assam-Bengal	*1924-25*	*1,368*	*69,271*	..	..	*70,639*
	1925-26	..	75,820	..	..	75,820
Bengal and North-Western	*1924-25*	..	*171,287*	..	..	*171,287*
	1925-26	..	174,090	..	..	174,090
Bombay, Baroda and Central India	*1924-25*	..	*286,061*	*1,318*	..	*287,788*
	1925-26	..	261,258	3,943	..	262,835
Burma	*1924-25*	*4,315*	*144,113*	*33,946*	..	*182,006*
	1925-26	..	156,618	87,728	..	191,709
Eastern Bengal	*1924-25*	..	*148,168*	..	..	*148,168*
	1925-26	..	149,553	..	..	149,553
Jodhpur	*1924-25*	..	*75,145*	*347*	..	*75,284*
	1925-26	9,842	39,278	285	..	49,134
Madras and Southern Mahratta	*1924-25*	*12,664*	*158,264*	*24,522*	*28*	*180,788*
	1925-26	..	177,707	761	31	178,068
Nizam's Guaranteed State	*1924-25*	..	*44,948*	..	..	*44,948*
	1925-26	..	40,232	124	..	40,282
Rohilkund and Kumaon	*1924-25*	..	*32,509*	..	..	*32,509*
	1925-26	..	33,266	..	..	33,266
South Indian	*1924-25*	*374*	*148,582*	*1,440*	*15*	*149,559*
	1925-26	..	156,779	150	38	156,908
Total	*1924-25*	*18,721*	*1,278,348*	*114,573*	*43*	*1,342,976*
	1925-26	9,742	1,264,601	92,991	69	1,311,665
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	*1924-25*	..	*66,138*	..	..	*66,138*
	1925-26	..	59,670	..	..	59,670
Bombay, Baroda and Central India	*1924-25*	*	*	*	*	*
	1925-26	..	5,752	96	..	5,790
Eastern Bengal	*1924-25*	..	*2,237*	..	..	*2,237*
	1925-26	..	1,689	..	..	1,689
Great Indian Peninsula	*1924-25*	..	*12,451*	..	2	*12,455*
	1925-26	..	9,303	..	..	9,303
Jodhpur	*1924-25*	..	*249*	*2*	..	*250*
	1925-26	..	231	3	..	232
North Western	*1924-25*	..	*26,791*	..	..	*26,791*
	1925-26	..	43,420	..	..	43,420
South Indian	*1924-25*	..	*2,163*	*11*	..	*2,167*
	1925-26	..	2,445	8	..	2,448
Total	*1924-25*	..	*110,029*	*13*	2	*110,038*
	1925-26	..	122,510	107	..	122,552
Total Class I Railways	*1924-25*	*29,220*	*6,416,292*	*122,055*	*135,251*	*6,740,244*
	1925-26	9,742	6,344,725	99,899	118,765	6,610,361

on Class I Railways for the years 1924-25 and 1925-26. No 12 1128

Average cost per ton (at pit's mouth or station of supply).				Average cost per ton (including all freight, both rail and sea, from pit's mouth or station of supply to engine shed where issued to locomotives).				Remarks.
Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.	
8	9	10	11	12	13	14	15	16
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
..	*5·47*	..	..	..	*8·8*	..	..	* Information not available.
..	4·27	..	..	..	7·55	..	..	
19·5	*8·51*	*4·96*	..	*40·3*	*21·0*	*6·10*	..	
..	8·21	6·62	..	..	20·0	9·22	..	
..	*8·00*	..	..	..	*11·9*	..	..	
..	8·16	..	..	..	12·3	..	..	† Included in E. I. R. figures.
..	*4·80*	..	..	..	*6·9*	..	..	
..	4·88	..	..	..	7·5	..	..	
..	*6·82*	*49·6*	*35·9*	..	*16·7*	*49·6*	*35·9*	
..	6·79	72·8	35·9	..	17·8	72·8	35·9	
11·7	*7·86*	..	*207·7*	*26·5*	*20·4*	..	*207·7*	
..	7·64	..	199·9	..	19·6	..	199·9	
..	*9·25*	..	..	..	*10·6*	..	..	
..	8·75	6·00	..	..	9·99	6·97	..	
..	*9·19*	*8·80*	*34·0*	..	*22·0*	*8·80*	*40·2*	
..	9·02	3·30	34·0	..	19·9	3·30	40·2	
..	*8·61*	..	..	..	*16·0*	..	..	
†	†	†	†	†	†	†	†	
..	*9·52*	*23·0*	..	..	*29·4*	*24·5*	..	
..	8·69	25·4	209·1	..	26·3	26·9	209·1	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
*	*12·6*	..	..	*39·3*	*18·4*	..	..	
..	10·6	..	..	..	17·3	..	..	
..	*8·58*	..	..	..	*15·0*	..	..	
..	7·43	..	..	..	13·8	..	..	
..	*8·32*	*11·6*	..	..	*18·2*	*11·9*	..	
..	8·15	4·69	..	..	19·2	4·69	..	
25·0	*12·0*	*6·00*	..	*25·8*	*26·8*	*7·00*	..	
..	12·0	5·86	..	..	22·6	6·86	..	
..	*8·00*	..	..	..	*13·7*	..	..	
..	8·16	..	..	..	13·2	..	..	
..	*7·98*	*11·9*	..	..	*20·2*	*11·0*	..	
20·8	6·16	10·3	..	23·2	15·7	10·3	..	
11·7	*9·30*	*8·01*	*230·6*	*26·4*	*17·3*	*8·82*	*230·6*	
..	9·28	8·00	233·7	..	17·7	8·65	233·7	
..	*9·25*	..	..	..	*12·8*	..	..	
..	8·75	6·00	..	..	12·3	7·10	..	
..	*6·07*	..	..	..	*15·3*	..	..	
..	5·09	..	..	..	13·3	..	..	
13·6	*9·50*	*13·3*	*207·1*	*47·3*	*29·5*	*13·5*	*208·9*	
..	8·66	19·1	196·1	..	26·5	19·8	196·1	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	*6·42*	..	..	..	*9·0*	..	..	
..	6·24	..	..	..	8·06	..	..	
*	*	*	*	*	*	*	*	
..	7·06	5·41	..	..	20·6	7·06	..	
..	*8·00*	..	..	..	*12·6*	..	..	
..	8·16	..	..	..	12·7	..	..	
..	*10·0*	..	*35·9*	..	*10·8*	..	35·9	
..	6·79	..	..	..	16·2	..	..	
..	*7·00*	*10·00*	..	..	*18·4*	*10·00*	..	
..	7·37	10·0	..	..	17·5	10·0	..	
*	*	*	*	*	*24·9*	..	..	
..	9·02	3·30	34·0	..	16·2	3·30	34·0	
..	*9·52*	*23·9*	..	..	*28·0*	*26·9*	..	
..	8·35	25·4	..	..	25·8	27·0	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	

27-(b).—*Statement of Coal Consumption on Class I Railways for the years 1924-25 and 1925-26.*

Railways.	Year.	Passenger and Mixed. Total net tons of coal consumed.	Passenger and Mixed. Lbs. per engine mile.	Passenger and proportion of Mixed. Lbs. of Coal consumed per 1,000 gross ton miles.	Goods. Total net tons of coal consumed.	Goods. Lbs. per engine mile.	Goods and proportion of Mixed. Lbs. of Coal consumed per 1,000 gross ton miles.	Shunting including siding. Total net tons of Coal consumed.	Shunting including siding. Lbs. per engine mile.	Departmental. Total net tons of coal consumed.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ Gauge.											
Bengal-Nagpur	*1924-25*	*156,134*	*79·7*	*199·5*	*351,433*	*109·7*	*164·7*	*95,491*	*58·0*	*18,395*	
	1925-26	152,744	74·7	186·1	333,451	103·5	146·7	87,917	55·8	19,299	
Bombay, Baroda and Central India.	*1924-25*	*173,234*	*67·9*	*187·2*	*116,958*	*96·6*	*134·0*	*47,378*	*93·5*	*6,132*	
	1925-26	164,519	63·8	179·1	103,524	90·2	140·1	42,877	77·7	7,253	
Eastern Bengal	*1924-25*	*128,005*	*84·3*	*170·0*	*61,838*	*109·7*	*124·4*	*47,189*	*58·6*	*9,632*	
	1925-26	130,756	83·4	209·7	67,784	112·8	129·9	52,186	73·9	7,766	
East Indian	*1924-25*	*322,994*	*66·0*	*175·7*	*702,491*	*103·2*	*124·0*	*199,988*	*62·0*	*26,062*	
	1925-26	434,453	67·0	171·8	749,454	105·8	127·7	200,465	56·2	37,607	
Great Indian Peninsula.	*1924-25*	*427,911*	*81·1*	*242·1*	*572,210*	*128·9*	*188·2*	*107,219*	*76·8*	*35,288*	
	1925-26	416,616	75·5	222·7	512,718	123·6	178·5	88,577	70·8	36,357	
Madras and Southern Mahratta.	*1924-25*	*36,522*	*53·4*	*147·7*	*92,433*	*87·6*	*125·9*	*12,443*	*27·6*	*5,848*	
	1925-26	89,855	51·9	139·3	87,569	84·6	114·6	13,509	33·6	7,254	
Nizam's Guaranteed State.	*1924-25*	*20,613*	*56·0*	*185·7*	*22,998*	*88·0*	*149·4*	*4,752*	*59·0*	*2,736*	
	1925-26	20,103	55·9	173·3	22,624	85·3	140·1	3,857	56·1	2,019	
North Western	*1924-25*	*395,887*	*68·1*	*179·3*	*433,019*	*109·2*	*134·8*	*168,196*	*85·2*	*50,974*	
	1925-26	437,562	66·4	177·1	373,558	106·3	143·9	161,458	93·5	50,310	
Oudh and Rohilkhand	*1924-25*	*104,240*	*69·4*	*181·5*	*84,056*	*97·8*	*125·2*	*22,091*	*59·4*	*13,806*	
	1925-26	*	*	*	*	*	*	*	*	*	
South Indian	*1924-25*	*35,453*	*51·7*	*162·1*	*19,306*	*74·3*	*138·2*	*4,878*	*41·1*	*3,185*	
	1925-26	37,373	50·6	156·3	22,874	68·3	141·0	5,324	47·0	3,712	
Total	*1924-25*	*1,850,993*	*70·7*	*189·9*	*2,461,747*	*108·9*	*143·5*	*709,625*	*63·2*	*172,058*	
	1925-26	1,883,981	65·5	184·5	2,273,556	97·8	142·5	656,170	62·4	171,577	
3′ 3½″ Gauge.											
Assam-Bengal	*1924-25*	*42,551*	*43·9*	*142·1*	*12,301*	*54·0*	*158·6*	*10,730*	*47·1*	*2,020*	
	1925-26	43,459	41·6	137·1	14,301	52·3	151·0	10,420	42·6	2,063	
Bengal and North-Western.	*1924-25*	*102,700*	*45·7*	*155·1*	*28,564*	*46·3*	*126·5*	*28,531*	*46·1*	*11,491*	
	1925-26	108,912	46·1	182·0	43,053	64·5	165·0	14,291	24·3	7,834	
Bombay, Baroda and Central India.	*1924-25*	*132,895*	*49·6*	*208·5*	*114,757*	*60·6*	*175·3*	*22,764*	*36·6*	*8,065*	
	1925-26	133,203	47·8	207·7	94,312	56·5	165·8	20,477	36·7	7,037	
Burma	*1924-25*	*90,515*	*47·2*	*192·4*	*53,773*	*56·8*	*138·5*	*23,839*	*34·7*	*12,209*	
	1925-26	89,653	45·0	173·0	58,991	54·3	128·9	24,946	34·0	12,092	
Eastern Bengal	*1924-25*	*61,455*	*58·2*	*156·8*	*35,088*	*77·0*	*143·1*	*32,475*	*61·8*	*13,114*	
	1925-26	64,767	57·7	190·3	39,593	72·1	162·5	30,445	64·6	12,577	
Jodhpur	*1924-25†*	*16,605*	*60·8*	*227·5*	*13,865*	*71·6*	*203·5*	*2,082*	*31·4*	*272*	
	1925-26	27,871	47·9	207·2	14,465	73·0	180·2	2,905	29·2	996	
Madras and Southern Mahratta.	*1924-25*	*77,636*	*41·4*	*186·1*	*70,519*	*49·6*	*180·1*	*10,932*	*26·1*	*5,740*	
	1925-26	73,902	38·2	164·6	69,432	46·4	169·1	8,856	25·3	6,523	
Nizam's Guaranteed State.	*1924-25*	*23,374*	*49·0*	*256·4*	*13,453*	*88·3*	*181·6*	*3,443*	*62·3*	*1,590*	
	1925-26	21,850	48·6	261·3	10,991	83·3	171·6	2,418	50·9	1,251	
Rohilkund and Kumaon.	*1924-25*	*21,199*	*48·3*	*203·4*	*3,338*	*52·1*	*164·4*	*4,455*	*41·9*	*2,006*	
	1925-26	20,804	45·4	195·7	3,494	60·5	153·8	4,714	44·0	2,615	
South Indian	*1924-25*	*79,060*	*39·8*	*194·1*	*36,358*	*45·4*	*129·7*	*3,229*	*23·5*	*9,531*	
	1925-26	82,766	38·0	184·2	38,335	42·3	123·7	8,959	30·7	9,557	
Total	*1924-25*	*647,990*	*46·5*	*185·2*	*382,026*	*56·4*	*155·8*	*147,480*	*40·1*	*66,038*	
	1925-26	667,187	45·6	185·2	386,967	60·6	154·2	128,431	33·7	62,545	
2′ 6″ and 2′ 0″ Gauges.											
Bengal-Nagpur	*1924-25*	*31,576*	*73·5*	*365·1*	*21,674*	*83·4*	*371·2*	*11,853*	..	Included under column 9.	
	1925-26	30,551	64·8	352·6	17,467	72·7	326·5	9,392	..		
Bombay, Baroda and Central India.	*1924-25*	*5,089*	*52·7*	*357·4*	‡	‡	*438·7*	‡	..		
	1925-26	5,048	49·6	326·0	236	48·9	460·6	*Nil*	..		
Eastern Bengal	*1924-25*	*1,683*	*34·8*	*574·5*	*Nil*	*25·4*	*523·2*	*Nil*	..		
	1925-26	1,453	31·7	560·9	3	98·6	502·3	*Nil*	..		
Great Indian Peninsula.	*1924-25*	*9,384*	*72·4*	*463·8*	*23*	*54·2*	*301·7*	*1,475*	‡		
	1925-26	7,632	58·3	380·6	*Nil*	*Nil*	282·2	955	30·3		
Jodhpur	*1924-25†*	*126*	*31·0*	‡	*3*	*19·5*	*473·5*	*Nil*	..		
	1925-26	228	27·8	532·7	4	32·0	437·1	*Nil*	..		
North Western	*1924-25*	*9,938*	*48·1*	*402·6*	*9,435*	*62·3*	*447·1*	*7,730*	..		
	1925-26	10,414	50·2	431·5	10,281	62·3	494·4	6,319	..		
South Indian	*1924-25*	*1,921*	*26·9*	*256·6*	*Nil*	*Nil*	*167.7*	*Nil*	..		
	1925-26	2,104	28·9	273·4	*Nil*	*Nil*	212·6	*Nil*	..		
Total	*1924-25*	*59,717*	*59·7*	*372·4*	*31,135*	*78·4*	*388·7*	*21,058*	..	..	
	1925-26	57,430	44·5	368·8	27,991	62·9	363·4	16,666	..	..	

* Included in E. I. Railway figures.
† For six months ended 31st March 1925.
‡ Information not available.
Note—Figures in columns 3 and 6 in respect of 2′ 6″ and 2′ 0″ gauge Railways do not include coal consumed on assisting required, assisting not required and light services.

28.—*Statement of Efficiency of Class I Railways for the years 1924-25 and 1925-26.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles per shunting engine hour.	Wagon miles per engine hour.	Net ton miles per shunting engine hour.	Net ton miles per engine hour.	Gross ton miles per engine hour.
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal-Nagpur	*1924-25*	*374·3*	*131·7*	*3,807·0*	*1,339·6*	*2,911·1*
	1925-26	396·8	150·4	3,918·2	1,485·6	3,382·6
Bombay, Baroda and Central India	*1924-25*	*644·7*	*240·6*	*4,923·9*	*1,837·4*	*4,617·5*
	1925-26	566·1	232·0	4,420·7	1,811·7	4,392·0
Eastern Bengal	*1924-25*	*224·5*	*123·8*	*1,486·0*	*819·5*	*2,175·8*
	1925-26	263·9	127·8	1,930·8	934·9	2,464·3
East Indian	*1924-25*	*515·3*	*172·3*	*4,709·0*	*1,574·9*	*3,430·4*
	1925-26	568·5	189·9	4,985·1	1,665·1	3,828·9
Great Indian Peninsula	*1924-25*	*564·3*	*167·5*	*5,251·1*	*1,558·9*	*3,758·5*
	1925-26	658·8	182·0	5,539·9	1,530·8	3,910·2
Madras and Southern Mahratta	*1924-25*	*502·1*	*177·8*	*3,921·4*	*1,391·3*	*3,533·6*
	1925-26	569·2	180·4	5,049·8	1,615·3	3,973·0
Nizam's Guaranteed State	*1924-25*	*521·6*	*149·7*	*4,608·2*	*1,325·0*	*3,122·3*
	1925-26	610·8	165·3	5,304·2	1,435·4	3,506·8
North Western	*1924-25*	*561·8*	*206·9*	*4,700·4*	*1,731·3*	*3,961·2*
	1925-26	577·4	187·1	4,604·6	1,495·0	3,821·6
Oudh and Rohilkhand	*1924-25*	*654·9*	*192·3*	*5,795·0*	*1,711·0*	*3,788·8*
	1925-26	*	*	*	*	*
South Indian	*1924-25*	*432·0*	*122·4*	*3,693·1*	*1,046·1*	*2,641·0*
	1925-26	454·1	122·5	3,924·9	1,058·7	2,800·1
Average for 5′ 6″ gauge	*1924-25*	*497·8*	*172·5*	*4,467·8*	*1,548·1*	*3,510·6*
	1925-26	526·1	179·2	4,588·2	1,562·5	3,653·3
3′ 3⅜″ Gauge.						
Assam-Bengal	*1924-25*	*336·7*	*133·4*	*1,604·5*	*635·5*	*1,609·9*
	1925-26	346·2	137·5	1,604·0	636·8	1,700·9
Bengal and North-Western	*1924-25*	*322·8*	*118·5*	*1,826·6*	*670·4*	*1,504·9*
	1925-26	361·3	123·5	1,818·2	648·2	1,605·3
Bombay, Baroda and Central India	*1924-25*	*728·6*	*204·4*	*3,603·8*	*1,010·7*	*2,250·5*
	1925-26	700·8	196·1	3,211·1	950·4	2,179·0
Burma	*1924-25*	*467·5*	*142·1*	*2,650·9*	*800·3*	*1,787·3*
	1925-26	520·6	150·7	2,944·6	852·1	2,031·4
Eastern Bengal	*1924-25*	*308·3*	*137·6*	*1,294·0*	*573·9*	*1,656·4*
	1925-26	362·0	142·8	1,406·3	555·0	1,592·5
Jodhpur	*1924-25*†	*905·0*	*253·8*	*3,457·0*	*969·6*	*2,452·6*
	1925-26	652·2	217·9	2,560·1	855·5	2,185·3
Madras and Southern Mahratta	*1924-25*	*600·5*	*149·2*	*2,643·3*	*655·9*	*1,714·7*
	1925-26	661·6	149·7	3,077·6	701·4	1,878·3
Nizam's Guaranteed State	*1924-25*	*721·1*	*194·5*	*4,064·3*	*1,088·9*	*2,466·9*
	1925-26	627·4	184·0	3,410·0	1,000·2	2,425·9
Rohilkund and Kumaon	*1924-25*	*282·1*	*136·1*	*1,611·9*	*777·8*	*1,724·5*
	1925-26	295·6	123·7	1,692·6	709·6	1,715·7
South Indian	*1924-25*	*579·6*	*146·3*	*2,197·6*	*554·6*	*1,544·4*
	1925-26	637·4	147·3	2,560·4	591·6	1,722·5
Average for 3′ 3⅜″ gauge	*1924-25*	*483·5*	*154·0*	*2,469·3*	*736·6*	*1,843·7*
	1925-26	505·5	154·7	2,415·8	739·1	1,784·3
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	*1924-25*	*260·8*	*110·9*	*806·4*	*343·0*	*994·7*
	1925-26	242·3	109·4	686·9	310·2	1,003·0
Bombay, Baroda and Central India	*1924-25*	*242·5*	*54·4*	*934·9*	*209·8*	*1,208,0*
	1925-26	233·1	56·3	855·9	207·0	1,313·1
Eastern Bengal	*1924-25*	*74·7*	*9·4*	*134·5*	*16·9*	*54·4*
	1925-26	109·8	21·6	180·4	35·4	161·4
Great Indian Peninsula	*1924-25*	*161·9*	*55·3*	*961·3*	*328·3*	*1,185·7*
	1925-26	170·1	74·5	820·4	359·6	1,537·7
Jodhpur	*1924-25*†	‡	*78·1*	‡	*160·5*	*546·1*
	1925-26	‡	‡	‡	‡	‡
North-Western	*1924-25*	*293·4*	*76·3*	*724·9*	*188·5*	*695·1*
	1925-26	365·7	77·6	950·6	201·8	761·9
South Indian	*1924-25*	*2,027·5*	*140·4*	*4,624·0*	*320·3*	*1,307·0*
	1925-26	1,772,7	134·0	3,682·3	278·4	1,128·0
Average for 2′ 6″ and 2′ 0″ gauges	*1924-25*	..	..	..	..	..
	1925-26	..	..	..	..	..

* Included in East Indian Railway figures.

† For six months ended 31st March 1925.

‡ Information not available.

29. *Statement of Principal Commodities carried by Class I*

Railway.	I.—Fuel for public and foreign Railways.							
	(1) Coal and Coke and patent fuel.				(2) Oil fuel.			
	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal Nagpur	4,364,528	535,210	4,899,738	1,46,26,292	915	1,235	2,150	21,271
Bombay, Baroda and Central India	2,593	457,173	459,766	31,48,217	8,391	56	8,447	1,65,612
Eastern Bengal	12,526	1,449,526	1,462,052	31,46,153	98	5	103	1,359
East Indian	10,505,148	627,829	11,132,977	5,48,28,215	..	..	..	..
Great Indian Peninsula	412,722	722,250	1,134,972	52,75,125	9,020	1,030	10,050	1,36,772
Madras and Southern Mahratta	37,224	252,576	289,800	20,57,342	21,660	39	21,699	5,73,405
Nizam's Guaranteed State	432,527	828	433,355	17,74,619	2	202	204	7,559
North Western	91,661	802,898	894,559	32,45,925	18,932	30	18,962	4,91,550
South Indian (entire system)	28,428	20,728	49,156	1,75,338	6,613	1,370	7,983	1,00,356
Total	15,887,357	‖4,869,018	‖20,756,375	8,82,77,226	65,631	‖3,967	‖69,598	14,97,884
3′ 3⅜″ GAUGE.								
Assam Bengal	58,565	106,119	164,684	5,22,330	59	1,299	1,358	14,454
Bengal and North Western	16,199	214,659	230,858	7,20,372	..	..	..	..
Bombay, Baroda and Central India	2,142	339,938	342,080	*	41	1,412	1,453	*
Burma	..	..	..	..	..	..	..	..
Eastern Bengal	2,426	308,529	310,955	*	21	50	71	*
Jodhpur	..	2,404	2,404	11,597	7	344	351	8,506
Madras and Southern Mahratta	560	23,592	24,152	*	1,307	6,195	7,502	*
Nizam's Guaranteed State	197	35,092	35,289	*	6	497	503	*
Rohilkund and Kumaon	131	12,669	12,800	13,919	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
Total	80,220	‖1,043,002	‖1,123,222	12,68,218	1,441	‖9,797	‖11,238	22,960
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	61,541	23,563	85,104	*	1	78	79	*
Bombay, Baroda and Central India	422	6,080	6,502	*	11	254	265	*
Eastern Bengal	19	1,448	1,467	*	..	..	..	..
Great Indian Peninsula	133	12,562	12,695	*	18	203	221	*
Jodhpur	..	274	274	†	..	..	..	..
North Western	17,962	9,665	27,627	*	..	354	354	*
South Indian	..	..	..	..	..	..	..	..
Total	80,077	‖53,592	‖133,669	..	30	‖889	‖919	..
Total, 1925-26	16,047,654	‖5,965,612	‖22,013,266	8,95,45,444	67,102	‖14,653	‖81,755	15,20,844
Total, 1924-25	(a) *16,391,848*	(a) ‖*6,459,956*	(a) ‖*22,851,804*	(a) *9,16,55,939*	§	§	§	§
Increase	..	..	..	..	..	..	..	..
Decrease	344,194	494,344	838,538	21,10,495	..	..	..	..

(a) Include
*Shown under 5′ 6″
†Shown under 3′ 3⅜″
§Included under Kerosene O
‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1925-26.

II.—Heavy merchandise.											
(1) Rice in the husk.				(2) Rice not in the husk.				(3) Gram and pulse.			
Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
10	11	12	13	14	15	16	17	18	19	20	21
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
143,720	23,558	167,278	12,17,942	335,063	29,865	364,928	39,76,936	99,317	37,972	137,289	17,10,338
7,634	881	8,515	58,032	101,740	12,248	113,988	22,44,076	56,286	73,375	129,661	32,85,115
84,266	134,307	218,573	14,31,589	80,363	68,951	149,314	14,08,824	27,045	10,409	37,454	5,29,823
165,441	53,720	219,161	8,98,448	237,651	77,086	314,737	19,56,872	352,358	126,154	478,512	43,16,584
81,761	127,287	209,048	17,45,851	‡	‡	‡	‡	330,150	161,053	491,203	75,61,588
67,241	37,009	104,250	12,04,959	307,696	68,799	376,495	61,74,654	48,499	181,104	229,603	32,74,245
..	..	..	..	46,542	17,613	64,155	9,13,383	27,615	6,892	34,507	3,87,471
38,094	3,511	41,605	2,12,577	250,110	18,788	268,898	26,03,706	331,547	70,092	401,639	30,49,943
125,428	53,080	178,508	13,72,531	190,615	142,433	333,048	32,58,360	125,803	43,796	169,599	15,27,067
713,585	‖433,353	‖1,146,938	81,41,929	1,549,780	‖435,783	‖1,985,563	2,25,36,811	1,398,620	‖710,847	‖2,109,467	2,56,42,174
72,721	4,395	77,116	4,28,713	152,387	32,759	185,146	12,31,576	..	..	..	..
59,773	5,739	65,512	2,73,030	243,865	17,680	261,545	15,29,986	118,032	19,681	137,713	8,57,759
470	653	1,123	*	6,089	71,632	77,721	*	183,832	41,772	225,604	*
709,908	..	709,908	41,18,390	738,870	..	738,870	55,93,660	72,442	..	72,442	9,06,051
94,916	31,249	126,165	*	56,053	96,807	152,860	*	12,203	50,998	63,201	*
485	365	850	3,668	2,698	15,714	18,412	1,98,947	2,304	32,656	34,960	3,09,486
54,830	16,386	71,216	*	92,233	62,977	155,210	*	34,377	93,807	128,184	*
..	..	..	..	23,585	4,652	28,237	*	13,663	3,687	17,350	*
13,098	133	13,231	69,605	9,546	2,637	12,183	50,088	22,079	25,976	48,055	1,91,911
..	..	..	..	..	..	..	..	..	..	..	..
1,006,201	‖58,920	‖1,065,121	48,93,406	1,325,326	‖304,858	‖1,630,184	86,04,257	458,932	‖268,577	‖727,509	22,65,207
6,523	45	6,568	*	36,706	6,669	43,375	*	22,317	9,011	31,328	*
32	108	140	*	318	8,592	8,910	*	1,651	1,265	2,916	*
100	1,213	1,313	*	102	1,053	1,155	*	6	694	700	*
251	9,337	9,588	*	‡	‡	‡	‡	3,713	3,304	7,017	*
..	..	..	..	7	42	49	†	61	89	150	†
2,679	26	2,705	*	15,209	7,037	22,246	*	13,625	4,546	18,171	*
..	..	..	..	..	..	..	..	..	..	..	..
9,585	‖10,729	‖20,314	..	52,342	‖23,393	‖75,735	..	41,373	‖18,909	‖60,282	..
1,729,371	‖503,002	‖2,232,373	1,30,35,335	2,927,448	‖764,034	‖3,691,482	3,11,41,068	1,898,925	‖998,333	‖2,897,258	2,79,07,381
(a) 1,653,775	*(a) ‖225,839*	*(a) ‖1,879,614*	*(a) 1,14,38,744*	*(a) 2,766,757*	*(a) ‖772,606*	*(a) ‖3,539,363*	*(a) 3,20,93,057*	*(a) 2,161,209*	*(a) ‖1,083,566*	*(a) ‖3,244,775*	*(a) 3,46,54,886*
75,596	277,163	352,759	15,96,591	160,691	..	152,119	..	..	..	..	..
..	..	..	..	..	8,572	..	9,51,989	262,284	85,233	347,517	67,47,505

Military traffic.
gauge.
gauge.
‡Included with rice in the husk.
ailways are considered as two or more separate consignments.

29. *Statement of Principal Commodities carried by Class I*

II.—Heavy mer-

Railway.	(4) Wheat.				(5) Jowar and Bajra.			
	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
22	23	24	25	26	27	28	29	30
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5′ 6″ GAUGE.								
Bengal Nagpur	61,811	19,634	81,445	12,19,826	462	243	705	11,785
Bombay, Baroda and Central India	41,789	64,380	106,169	21,61,272	13,145	40,311	53,456	7,94,376
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	213,185	146,190	359,375	37,19,231	20,555	8,743	29,298	1,84,402
Great Indian Peninsula	260,278	79,427	339,705	45,11,077	140,588	56,278	196,866	19,78,089
Madras and Southern Mahratta	3,018	13,441	16,459	4,08,082	18,680	69,968	88,648	17,62,158
Nizam's Guaranteed State	662	7,573	8,235	1,21,999	51,873	2,785	54,658	5,06,898
North Western	777,282	16,788	794,070	79,59,867	66,534	5,366	71,900	6,17,201
South India (entire system)	3,737	921	4,658	53,121	15,796	67,870	83,666	7,09,866
Total	1,361,762	‖348,354	‖1,710,116	2,01,54,475	327,633	‖251,564	‖579,197	65,64,775
3′ 3⅜″ GAUGE.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	99,758	10,393	110,151	8,25,102	..	..	..	..
Bombay, Baroda and Central India	66,982	49,518	116,500	*	22,160	36,351	58,511	*
Burma	..	..	..	..	7,194	..	7,194	1,14,135
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	10,586	11,370	21,956	1,53,792	3,969	17,145	21,114	1,35,799
Madras and Southern Mahratta	12,670	16,145	28,815	*	54,329	20,896	75,225	*
Nizam's Guaranteed State	4,316	2,087	6,403	*	16,687	142	16,829	*
Rohilkund and Kumaon	23,707	1,824	25,531	81,659	2,861	1,800	4,661	18,824
South Indian	..	..	..	..	..	..	..	..
Total	218,019	‖91,337	‖309,356	10,60,553	107,200	‖ 76,334	‖183,534	2,68,758
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	33,759	2,867	36,626	*	1,036	768	1,804	*
Bombay, Baroda and Central India	589	1,978	2,567	*	952	1,864	2,816	*
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	770	9,626	10,396	*	4,909	2,321	7,230	*
Jodhpur	629	10	639	†	71	239	310	†
North Western	7,884	6,837	14,721	*	3,442	406	3,848	*
South Indian	..	..	..	..	..	..	..	..
Total	43,631	‖21,318	‖64,949	..	10,410	‖5,598	‖16,008	..
Total, 1925-26	1,623,412	‖461,009	‖2,084,421	2,12,15,028	445,243	‖333,496	‖778,739	68,33,533
Total, 1924-25	*(a) 2,545,201*	*(a) ‖628,826*	*(a) ‖3,174,027*	*(a) 4,08,02,570*	*(a) 493,128*	*(a) ‖352,911*	*(a) ‖846,039*	*(a) 82,11,937*
Increase	..	..	..	..	..	..	..	..
Decrease	921,789	167,817	1,089,606	1,95,87,542	47,885	19,415	67,300	13,78,404

* Shown under
† Shown under
(a) Includes
‖In these totals consignments passing over two or more

chandise—*contd.*

(6) Other grains.				(7) Marble and Stone.				(8) Salt.			
Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
31	32	33	34	35	36	37	38	39	40	41	42
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
2,877	772	3,649	33,012	95,555	7,887	103,442	3,13,078	77,447	60,612	138,059	14,79,200
39,897	25,038	64,935	14,17,600	157,792	38,101	195,893	12,82,105	1,71,666	22,842	194,508	37,18,586
16,044	10,946	26,990	3,27,386	764	28,633	29,397	55,539	39,462	50,704	90,166	7,97,979
52,961	30,443	83,404	6,69,545	461,974	95,006	556,980	16,25,053	2,48,281	74,763	323,044	19,47,028
33,710	22,840	56,550	4,77,227	355,267	121,386	476,653	17,67,300	95,151	145,443	240,594	29,02,974
20,507	20,718	41,225	6,21,518	40,456	2,669	43,125	4,50,516	78,998	3,225	82,223	13,22,669
..	..	..	..	91,826	159	91,985	2,75,880	677	33,767	34,444	5,25,986
181,247	41,079	222,326	18,71,269	996,274	40,944	1,037,218	18,57,257	1,39,573	11,301	150,874	13,90,286
21,407	16,758	38,165	3,67,432	176,095	6,791	182,886	3,98,162	1,46,587	6,999	153,586	12,35,218
368,650	‖168,594	‖537,244	57,84,989	2,376,003	‖341,576	‖2,717,579	80,24,890	997,842	‖409,656	‖1,407,498	1,53,19,926
..	..	..	..	..	..	..	..	34,582	2,926	37,508	2,84,387
156,122	6,462	162,584	9,29,301	1,567	6,893	8,460	43,759	5,340	140,544	145,884	8,24,951
52,899	45,889	98,788	*	177,137	75,962	253,099	*	211,352	48,570	259,922	*
5,826	..	5,826	46,849	540,588	..	540,588	9,55,315	45,248	..	45,248	6,89,291
6,597	31,667	38,264	*	5,794	2,553	8,347	*	2,144	69,103	71,247	*
5,204	21,344	26,548	2,29,990	110,519	4,620	115,139	3,59,105	13,249	1,704	14,953	64,648
27,892	10,033	37,925	*	53,510	11,471	64,981	*	13,849	63,929	77,778	*
..	..	..	..	179	6,878	7,057	*	396	19,915	20,311	*
19,329	10,959	30,288	1,64,871	1,205	6,429	7.634	16,074	2,244	26,827	29,071	1,68,856
..	..	..	..	..	..	..	..	..	..	..	..
273,869	‖126,354	‖400,223	13,71,011	890,499	‖114,806	‖1,005,305	13,74,253	328,404	‖373,518	‖701,922	20,32,133
873	117	990	*	8,495	1,252	9,747	*	3,507	20,459	23,966	*
3,200	1,494	4,694	*	1,068	6,310	7,378	*	281	1,827	2,108	*
4	186	190	*	..	1	1	*	98	1,107	1,205	*
182	284	466	*	140	3,408	3,548	*	173	3,722	3,895	*
72	202	274	†	374	62	436	†	100	60	160	†
5,077	2,624	7,701	*	36,989	159	37,148	*	2,770	1,030	3,800	*
..	..	..	..	..	..	..	..	..	..	..	..
9,408	‖4,907	‖14,315	..	47,066	‖11,192	‖58,258	..	6,929	‖28,205	‖35,134	..
651,927	‖299,855	‖951,782	71,56,000	3,313,568	‖467,574	‖3,781,142	93,99,143	1,333,175	‖811,379	‖2,144,554	1,73,52,059
(a) 1,334,714	*(a) ‖569,997*	*(a) ‖1,904,711*	*(a) 1,77,06,682*	*(a) 2,651,595*	*(a) ‖340,170*	*(a) ‖2,991,765*	*(a) 76,98,543*	*(a) 1,658,491*	*(a) ‖860,731*	*(a) ‖2,519,222*	*(a) 2,21,89,355*
..	..	..	..	661,973	127,404	789,377	17,00,600	..	..	..	
682,787	270,142	952,929	1,05,50,682	..	..	..	..	325,316	49,352	374,668	48,37,296

5′ 6″ gauge.
3′ 3⅜″ gauge.
military traffic.
railways are considered as two or more separate consignments.

29. *Statement of Principal Commodities carried by Class I*

II—Heavy

Railway.	(9) Gur, Jagrees, Molasses, etc.				(10) Sugar, refined, and unrefined.			
	Originating on Home line whether local or Foreign.	Other traffic.	Total	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
43	44	45	46	47	48	49	50	51
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5′ 6″ Gauge.								
Bengal Nagpur	6,548	14,703	21,251	3,13,665	29,062	3,413	32,475	6,68,311
Bombay, Baroda and Central India	7,486	45,260	52,746	21,64,006	59,370	8,146	67,516	19,80,812
Eastern Bengal	6,322	13,468	19,790	3,13,496	46,548	2,033	48,581	6,00,681
East Indian	114,495	27,394	141,889	11,18,967	164,686	24,808	189,494	44,60,197
Great Indian Peninsula	37,055	94,199	131,254	15,04,521	95,002	23,486	118,488	17,62,898
Madras and Southern Mahratta	39,606	18,065	57,671	10,96,418	21,582	4,947	26,529	5,46,567
Nizam's Guaranteed State	1,133	12,595	13,728	2,32,880	374	4,748	5,122	1,17,993
North Western	123,280	25,491	148,771	15,20,316	198,536	38,124	236,660	67,21,688
South Indian (entire system)	39,334	510	39,844	3,91,198	23,150	3,923	27,073	3,02,681
Total	3,75,259	‖251,685	‖626,944	86,55,467	638,310	‖113,628	‖751,938	1,71,61,828
3′ 3⅜″ Gauge.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North-Western	138,281	2,885	141,166	11,51,962	62,180	11,047	73,227	8,38,656
Bombay, Baroda and Central India.	9,910	109,937	119,847	*	13,165	86,700	99,865	*
Burma	31,584	..	31,584	4,44,004	16,304	..	16,304	2,29,191
Eastern Bengal	6,217	20,959	27,176	*	1,751	26,926	28,677	*
Jodhpur	1,012	10,110	11,122	97,437	426	13,549	13,975	1,85,578
Madras and Southern Mahratta	52,834	11,289	64,123	*	6,269	18,972	25,241	*
Nizam's Guaranteed State	705	8,790	9,495	*	543	6,000	6,543	*
Rohilkund and Kumaon	42,529	2,186	44,715	2,85,594	14,988	4,404	19,392	89,867
South Indian	..	..	..	..	..	..	..	..
Total	283,072	‖166,156	‖449,228	19,78,997	115,626	‖167,598	‖283,224	13,43,292
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	2,465	2,606	5,071	*	2,681	3,293	5,974	*
Bombay, Baroda and Central India.	315	1,875	2,190	*	197	2,083	2,280	*
Eastern Bengal	2	452	454	*	5	257	262	*
Great Indian Peninsula	10,598	1,595	12,193	*	442	3,929	4,371	*
Jodhpur	27	309	336	†	18	78	96	†
North Western	1,667	2,468	4,135	*	298	5,728	6,026	*
South Indian	..	..	..	..	..	..	..	..
Total	15,074	‖9,305	‖24,379	..	3,641	‖15,368	‖19,009	..
Total, 1925-26	673,405	‖427,146	‖1,100,551	1,06,34,464	757,577	‖296,594	‖1,054,171	1,85,05,120
Total, 1924-25	(a) *717,334*	(a) ‖*421,098*	(a) ‖*1,138,432*	(a) *1,16,34,107*	(a) *701,410*	(a) ‖*268,352*	(a) ‖*969,762*	(a) *1,63,77,696*
Increase	..	6,048	..	..	56,167	28,242	84,409	21,27,424
Decrease	43,929	..	37,881	9,99,643	..	..	..	..

(a) ncludes
* Shown under
† Shown under
‖In these totals consignments passing over two or more

merchandise.—*contd.*

(11) Wood, unwrought.				(12) Metallic ores.				(13) Oil seeds.			
Originating on Home line whether local or Foreign.	Other traffic.	Total	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total	Earnings.
52	53	54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
80,204	11,331	91,535	6,21,155	1,864,783	170,091	2,034,874	59,66,004	102,886	23,388	126,274	15,70,221
128,764	40,232	168,996	11,01,876	3,926	61,249	65,175	4,62,573	128,427	112,301	240,728	41,90,582
6,530	39,390	45,920	5,48,702	..	23	23	89	12,869	19,312	32,181	3,56,875
104,500	69,617	174,117	8,35,878	1,910	3,895	5,805	40,656	225,700	247,864	473,564	50,87,577
119,122	40,249	159,371	9,42,291	2,641	265,815	268,456	24,84,986	328,827	312,399	641,226	85,01,908
29,313	37,218	66,531	8,70,053	..	11,893	11,893	8,68,801	137,485	182,787	320,272	66,21,068
56,240	2,215	58,455	3,51,459	..	..	..	..	93,010	47,723	140,733	18,09,530
220,246	71,413	291,659	12,68,948	33	19,309	19,342	2,80,245	368,205	49,667	417,872	44,41,281
158,196	2,335	160,531	10,63,660	1,633	1,033	2,666	32,948	2,01,000	45,841	246,841	24,63,546
903,115	‖314,000	‖1,217,115	76,04,022	1,874,926	‖533,308	‖2,408,234	1,01,36,302	1,598,409	‖1,041,282	2,639,691	3,50,42,588
18,873	2,196	21,069	1,39,684	..	..	..	..	..	..	..	..
119,359	8,012	127,371	5,30,247	..	..	..	..	203,630	4,156	207,786	12,35,241
8,885	74,804	83,689	*	1	16	17	*	142,592	124,336	266,928	*
226,417	..	226,417	12,62,894	69,113	..	69,113	5,72,616	26,356	..	26,356	2,40,229
41,546	10,089	51,635	*	1	..	1	*	32,067	13,084	45,151	*
785	2,343	3,128	20,577	..	..	..	9	20,065	19,908	39,973	3,03,156
43,994	24,727	68,721	*	108,708	25,815	134,523	*	290,782	21,001	311,783	*
28,909	5,287	34,196	*	..	..	..	..	1,08,896	661	109,557	*
3,01,079	1,391	302,470	9,95,520	..	..	..	..	19,096	720	19,816	1,02,479
..	..	..	..	..	..	..	..	..	..	..	..
789,847	‖128,849	‖918,696	29,48,922	177,823	‖25,831	‖203,654	5,72,625	843,484	‖183,866	‖1,027,350	18,81,105
30,491	1,196	31,687	*	205,703	..	205,703	*	18,407	1,095	19,502	*
8,000	7,739	15,739	*	59,870	..	59,870	*	16,922	4,078	21,000	*
37	624	661	*	..	..	..	..	24	353	377	*
1,170	2,630	3,800	*	..	..	..	..	8,851	1,888	10,739	*
26	8	34	†	..	..	..	..	246	188	434	†
986	1,270	2,256	*	19,306	1	19,307	*	1,146	314	1460	*
..	..	..	..	..	..	..	..	..	..	..	..
40,710	‖13,467	‖54,177	..	284,879	‖1	‖284,880	..	45,596	‖7,916	‖53,512	..
1,733,672	‖456,316	‖2,189,988	1,05,52,944	2,337,628	‖559,140	‖2,896,768	1,07,08,927	2,487,489	‖1,233,064	‖3,720,553	3,69,23,693
(a) 1,433,344	*(a) ‖373,167*	*(a) ‖1,806,511*	*94,39,540*	*(a) 2,319,032*	*(a) ‖295,433*	*(a) ‖2,614,465*	*1,12,33,834*	*(a) 2,530,109*	*(a) ‖1,094,058*	*(a) ‖3,624,167*	*3,84,96,539*
300,328	83,149	383,477	11,13,404	18,596	263,707	282,303	..	..	139,006	96,386	..
..	..	..	..	..	..	..	5,24,907	42,620	..	..	15,72,846

military traffic.
5′ 6″ gauge.
3′ 3⅜″ gauge.
railways are considered as two or more separate consignments.

29. *Statement of Principal Commodities carried by Class I*

Railway.	II.—Heavy merchandise—*concld.* (14) Cotton, raw, pressed. Originating on Home line whether local or Foreign.	(14) Other traffic	(14) Total.	(14) Earnings.	(15) Total heavy merchandise. Originating on Home line whether local or Foreign.	(15) Other traffic.	(15) Total.	(15) Earnings.
64	65	66	67	68	69	70	71	72
5′ 6″ GAUGE.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal Nagpur	928	6,593	7,521	3,16,750	2,900,663	410,062	3,310,725	1,94,18,223
Bombay, Baroda and Central India	137,824	160,521	298,345	1,03,97,879	1,055,746	704,885	1,760,631	3,52,58,890
Eastern Bengal	..	72	72	128	320,213	378,248	698,461	63,71,111
East Indian	15,121	16,598	31,719	6,16,606	2,378,818	1,002,281	3,381,099	2,74,77,044
Great Indian Peninsula	207,874	164,051	371,925	1,37,62,551	2,087,426	1,613,913	3,701,339	4,99,03,261
Madras and Southern Mahratta	25,953	18,090	44,043	20,41,828	839,034	669,933	1,508,967	2,72,63,536
Nizam's Guaranteed State	3,437	5,038	8,475	11,44,729	373,389	141,108	514,497	63,88,208
North Western	284,200	18,310	302,510	1,00,94,396	3,975,161	430,183	4,405,344	4,38,88,980
South Indian (entire system)	44,499	1,217	45,716	6,33,733	1,273,280	393,507	1,666,787	1,38,09,523
Total	719,836	‖390,490	‖1,110,326	3,90,08,600	15,203,730	‖5,744,120	‖20,947,850	22,97,78,776
3′ 3⅜″ GAUGE.								
Assam Bengal	..	..	..	..	278,563	42,276	320,839	20,84,360
Bengal and North-Western	..	..	..	..	1,207,907	233,492	1,441,399	90,39,994
Bombay, Baroda and Central India	106,429	42,495	148,924	*	1,001,903	808,635	1,810,538	*
Burma	..	..	..	..	2,488,860	..	2,488,860	1,51,72,625
Eastern Bengal	1	1	2	*	259,290	353,436	612,726	*
Jodhpur	22,796	3,048	25,844	2,26,220	194,098	153,876	347,974	22,88,412
Madras and Southern Mahratta	77,261	7,319	84,580	*	923,538	404,767	1,328,305	*
Nizam's Guaranteed State	51,575	10	51,585	*	249,454	58,109	307,563	*
Rohilkund and Kumaon	640	472	1,112	5,746	472,401	85,758	558,159	22,41,094
South Indian	..	..	..	..	..	..	..	..
Total	258,702	‖53,343	‖312,047	2,31,966	7,076,014	‖2,140,349	‖9,216,363	3,08,26,485
2′ 6″ and 2′ 0″ GAUGES.								
Bengal Nagpur	2,466	845	3,311	*	375,429	50,223	425,652	*
Bombay, Baroda and Central India	15,275	149	15,424	*	108,670	39,362	148,032	*
Eastern Bengal	..	..	..	..	378	5,940	6,318	*
Great Indian Peninsula	37,029	..	37,029	*	68,228	42,044	110,272	*
Jodhpur	1,055	1	1,056	†	2,686	1,288	3,974	†
North Western	23	10	33	*	111,101	32,456	143,557	*
South Indian	..	..	..	..	..	..	..	..
Total	55,848	‖1,005	‖56,853	..	666,492	‖171,313	‖837,805	..
Total 1925-26	1,034,386	‖444,840	‖1,479,226	3,92,40,566	22,946,236	‖8,055,782	‖31,002,018	26,06,05,261
Total 1924-25	(a) *1,016,818*§	(a) ‖*268,244*§	(a) ‖*1,285,062*§	(a) *3,61,62,012*§	(a) *23,932,917*	(a) ‖*7,554,998*	(a) ‖*31,537,915*	(a) *29,81,39,502*
Increase	17,568	176,596	194,164	30,78,554	..	500,784	..	..
Decrease	..	..	..	..	1,036,681	..	535,897	3,75,34,241

§ Includes cotton raw unpressed.

*Shown under

(a) Includes

† Shown under

‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1925-26.

III.—Light Merchandise.											
(1) Cotton, raw unpressed.				(2) Cotton, raw, manufactured.					(3) Fodder.		
Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
73	74	75	76	77	78	79	80	81	82	83	84
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons	Tons.	Tons.	Rs.
504	164	668	9,632	16,802	51,991	68,793	18,16,726	39,283	6,174	45,457	2,40,503
19,030	2,346	21,376	4,60,262	86,375	5,923	92,298	56,63,662	177,277	11,722	188,999	12,92,002
132	380	512	12,718	21,169	13,497	34,666	6,19,688	29,947	24,374	54,321	2,12,015
2,952	1,526	4,478	89,696	65,746	16,976	82,722	24,07,026	134,901	21,490	156,391	8,95,308
19,230	5,872	25,102	2,93,901	110,497	45,140	155,637	47,62,693	70,085	23,264	93,349	7,62,549
7,130	2,336	9,466	3,40,601	19,539	31,155	50,694	13,73,373	12,704	6,661	19,365	2,43,857
4,142	11	4,153	52,974	2,818	15,324	18,142	3,64,917	12,743	3,209	15,952	1,51,032
61,766	1,846	63,612	6,91,072	60,973	25,160	86,133	31,62,567	124,162	44,259	168,421	12,08,458
32,066	2,976	35,042	3,99,537	33,767	5,882	39,649	6,66,463	44,142	2,165	46,307	3,95,807
1,46,952	‖17,457	‖164,409	23,50,393	417,686	‖211,048	‖628,734	2,08,37,115	645,244	‖143,318	‖788,562	54,01,531
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	15,217	30,425	45,642	9,99,852	21,744	2,735	24,479	1,33,786
22,233	8,672	30,905	*	48,803	31,133	79,936	*	27,981	7,291	35,272	*
..	..	..	..	18,148	..	18,148	5,01,782	62,037	..	62,037	2,77,812
291	206	497	*	464	15,381	15,845	*	11,581	5,719	17,300	*
6,721	61	6,782	41,948	599	8,031	8,630	1,50,075	10,567	4,435	15,002	66,638
26,315	2,870	29,185	*	13,943	15,287	29,230	*	14,715	4,636	19,351	*
1,142	85	1,227	*	1,929	2,681	4,610	*	6,343	35	6,378	*
78	32	110	791	1,655	5,657	7,312	65,986	3,435	308	3,743	13,290
..	..	..	..	..	..	..	..	..	..	..	..
56,780	‖11,926	‖68,706	42,739	100,758	‖108,595	‖209,353	17,17,695	158,403	‖25,159	‖183,562	4,91,526
98	12	110	*	2,860	4,988	7,848	*	1,343	2,478	3,821	*
2,401	139	2,540	*	310	591	901	*	1,869	393	2,262	*
..	..	..	..	..	253	253	*	24	1	25	*
387	11	398	*	158	1,478	1,636	*	444	2,900	3,344	*
1	1	2	†	62	151	213	†	652	61	713	†
84	86	170	*	64	2,667	2,731	*	3,632	3,697	7,329	*
..	..	..	..	..	..	..	..	..	..	..	..
2,971	‖249	‖3,220	..	3,454	‖10,128	‖13,582	..	7,964	‖9,530	‖17,494	..
206,703	‖29,632	‖236,335	23,93,132	521,898	‖329,771	‖851,669	2,25,54,810	811,611	‖178,007	‖989,618	58,93,057
‡	‡	‡	‡	*(a) 484,612*	*(a) ‖230,477*	*(a) ‖715,089*	*(a) 2,13,92,557*	*(a) 832,289*	*(a) ‖151,455*	*(a) ‖983,744*	*(a) 61,76,229*
..	..	..	..	37,286	99,294	136,580	11,62,253	..	26,552	5,874	..
..	..	..	..	..	..	..	..	20,678	..	..	2,83,172

5′ 6″ gauge.
military traffic.
3′ 3¾″ gauge.
railways are considered as two or more separate consignments.

‡ included under cotton raw pressed.

29. *Statement of Principal Commodities carried by Class I*

Railway.	III.—Light merchandise— (4) Fruits and vegetables, fresh. Originating on Home line whether local or foreign.	Other traffic.	Total	Earnings.	(5) Jute, raw. Originating on Home line whether local or Foreign.	Other traffic.	Total	Earnings.
85	86	87	88	89	90	91	92	93
5′ 6″ GAUGE.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal Nagpur	16,945	12,093	29,038	4,25,976	13,450	24,128	37,578	1,74,413
Bombay, Baroda and Central India	33,963	14,843	48,806	9,25,040	..	..	..	..
Eastern Bengal	8,183	20,344	28,527	3,78,316	337,754	475,007	812,761	1,05,20,922
East Indian	64,933	24,906	89,839	10,61,593	40,167	74,935	115,102	8,11,422
Great Indian Peninsula	58,514	19,197	77,711	9,06,879	..	..	..	..
Madras and Southern Mahratta	49,725	27,697	77,422	10,27,105	..	..	..	..
Nizam's Guaranteed State	1,304	2,891	4,195	48,083	..	..	..	..
North Western	70,046	16,334	86,380	12,46,858	..	..	..	..
South Indian (entire system)	87,183	6,615	93,798	9,34,579	100	*Nil*	100	1,327
Total	390,796	‖144,920	‖535,716	69,54,429	391,471	‖574,070	‖965,541	1,15,08,084
3′ 3⅜″ GAUGE.								
Assam Bengal	14,887	4,447	19,334	1,08,598	116,929	3,575	120,504	8,19,654
Bengal and North Western	391,488	5,916	397,404	6,04,241	..	..	..	..
Bombay, Baroda and Central India	40,532	13,678	54,210	*	..	..	..	..
Burma	109,232	..	109,232	12,74,115	..	..	..	..
Eastern Bengal	5,043	36,139	41,182	*	372,247	42,159	414,406	*
Jodhpur	1,933	3,225	5,158	41,337	3	8	11	95
Madras and Southern Mahratta	30,546	4,593	35,139	*	..	..	..	..
Nizam's Guaranteed State	891	337	1,228	*	..	..	..	..
Rohilkhund and Kumaon	8,073	715	8,788	70,289	6	31	37	173
South Indian	..	..	..	..	..	..	..	..
Total	602,625	‖69,050	‖671,675	20,98,580	489,185	‖45,773	‖534,958	8,19,922
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	1,638	2,027	3,665	*	5	2	7	*
Bombay, Baroda and Central India	3,079	698	3,777	*	..	..	..	..
Eastern Bengal	60	336	396	*	5,051	7	5,058	*
Great Indian Peninsula	379	634	1,013	*	..	..	..	..
Jodhpur	120	2	122	†	..	..	..	..
North Western	16,967	2,094	19,061	*	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
Total	22,243	‖5,791	‖28,034	..	5,056	‖9	‖5,065	..
Total 1925-26.	1,015,664	‖219,761	‖1,235,425	90,53,009	885,712	‖619,852	‖1,505,564	1,23,28,006
Total, 1924-25	(a) *862,203*	(a) *‖169,759*	(a) *‖1,031,962*	(a) *81,88,360*	(a) *979,748*	(a) *‖259,472*	(a) *‖12,39,220*	(a) *1,41,79,501*
Increase	153,461	50,002	203,463	8,64,649	..	360,380	266,344	..
Decrease	..	..	..	..	94,036	..	..	18,51,495

* Shown under
† Shown under
(*a*) Includes
‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1925-26.

—*contd.*

(6) Iron and Steel, Wrought.				(7) Kerosine Oil.				(8) Tobacco.			
Originating on Home line whether local or Foreign. 94	Other traffic. 95	Total 96	Earnings. 97	Originating or Home line whether local or Foreign. 98	Other traffic. 99	Total 100	Earnings. 101	Originating or Home line whether local or Foreign. 102	Other traffic. 103	Total 104	Earnings. 105
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
235,927	17,011	252,938	13,82,630	48,565	6,725	55,290	11,19,747	9,558	19,215	28,773	5,93,032
130,548	4,678	135,226	34,94,363	51,085	116	51,201	12,23,876	25,337	4,987	30,324	8,22,496
33,131	104,952	138,083	13,71,446	278,750	4,132	282,882	14,34,699	2,170	27,301	29,471	7,90,302
151,718	115,469	267,187	35,67,786	3,815	148,845	152,660	36,78,348	18,915	30,588	49,503	8,26,824
151,598	31,905	183,503	30,83,388	106,871	2,298	109,169	25,46,631	4,661	20,473	25,134	5,51,158
47,387	19,840	67,227	13,02,173	68,816	61	68,877	12,84,394	28,917	13,700	42,617	9,59,630
2,031	11,435	13,466	2,79,774	384	12,382	12,766	2,57,638	821	3,113	3,934	99,482
128,523	36,607	165,130	41,84,368	101,873	165	102,038	37,74,418	26,815	6,150	32,965	6,97,560
27,928	14,722	42,650	4,79,730	84,021	9,153	93,174	12,47,906	21,088	4,073	25,161	3,59,206
908,791	‖356,619	‖1,265,410	1,91,45,658	744,180	‖183,877	"928,057	1,65,67,657	138,282	‖129,600	"267,88	56,99,690
22,016	15,729	37,745	4,13,029	54,285	23,422	77,707	7,76,138	2,458	7,235	9,693	1,30,087
11,983	18,928	30,911	2,87,185	4,307	40,914	45,221	4,29,327	48,449	4,897	53,346	6,93,055
11,138	55,039	66,177	*	1,009	22,077	23,086	*	8,593	12,925	21,518	*
36,981	..	36,981	4,41,632	60,317	..	60,317	10,89,709	20,790	..	20,790	2,29,505
5,004	48,797	53,801	*	4,987	55,423	60,410	*	30,044	16,318	46,362	*
1,391	10,503	11,894	1,86,347	248	8,545	8,793	2,21,999	480	2,693	3,173	48,587
11,619	27,849	39,468	*	35,496	9,231	44,727	*	18,763	3,135	21,898	*
2,234	12,292	14,526	*	432	7,162	7,594	*	421	1,842	2,263	*
3,325	8,917	12,242	65,477	1,033	4,177	5,210	28,598	2,863	910	3,773	36,041
..	..	..	..	..	..	..	..	..	..	..	..
105,691	‖198,054	‖303,745	13,93,670	162,114	‖170,951	‖333,065	25,45,771	132,861	‖49,955	‖182,816	11,37,275
2,743	11,577	14,320	*	2211	8,453	10,664	*	1,502	3,865	5,367	*
831	5,890	6,721	*	33	2,210	2,243	*	96	157	253	*
29	579	608	*	37	556	593	*	20	214	234	*
698	6,600	7,298	*	1,127	5,115	6,242	*	33	569	602	*
36	74	110	†	5	38	43	†	5	28	33	†
624	2,965	3,589	*	253	3,184	3,437	*	158	1,093	1,251	*
..	..	..	..	..	..	..	..	..	..	..	..
4,961	‖27,685	‖32,646	..	3,666	‖19,556	‖23,222	..	1,814	‖5,926	‖7,740	..
1,019,443	‖582,358	‖1,601,801	2,05,39,328	909,960	‖374,384	‖1,284,344	1,91,13,428	272,957	‖185,481	‖458,438	68,36,965
(a) *882,348*	(a) *‖370,472*	(a) *‖1,252,820*	(a) *1,86,72,141*	(a) *888,106‡*	(a) *‖297,845‡*	(a) *‖1,185,951‡*	(a) *1,79,31,251‡*	(a) *251,638*	(a) *‖119,679*	(a) *‖371,317*	(a) *62,44,608*
137,095	211,886	348,981	18,67,187	21,854	76,539	98,393	11,82,177	21,319	65,802	87,121	5,92,357
..	..	..	..	..	..	..	..	..	..	..	..

5′ 6″ gauge.
3′ 3⅜″ gauge.
military traffic.
railways are considered as two or more separate consignments.

+ Includes "oil fuel".

29. *Statement of Principal Commodities carried by Class I*

III. Light merchandise—*concld.*

Railway.	(9) Provisions.				(10) Military stores.			
	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
106	107	108	109	110	111	112	113	114
5′ 6″ GAUGE.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal Nagpur	60,151	19,935	80,086	11,80,394	820	2,457	3,277	50,669
Bombay, Baroda and Central India	51,969	20,421	72,390	14,75,681	1,879	1,536	3,415	1,65,562
Eastern Bengal	3,197	3,411	6,608	1,56,608	4,408	1,798	6,206	19,077
East Indian	45,350	25,136	70,486	12,91,064	55,926	8,583	64,509	5,25,554
Great Indian Peninsula	68,374	36,909	105,283	18,50,920	32,860	34,452	67,312	7,77,703
Madras and Southern Mahratta	53,641	27,905	81,546	15,19,367	3,158	5,433	8,591	1,22,641
Nizam's Guaranteed State	5,761	24,289	30,050	4,50,322	1,606	6,557	8,163	51,959
North Western	52,982	7,177	60,159	18,73,108	204,059	44,261	248,320	19,84,776
South Indian (entire system)	99,416	12,110	111,526	16,28,857	787	1,197	1,984	31,246
Total	440,841	‖177,293	‖618,134	1,14,26,321	305,503	‖106,274	‖411,777	37,29,187
3′ 3½″ GAUGE.								
Assam Bengal	9,343	2,858	12,201	1,24,599	..	..	..	..
Bengal and North Western	10,277	4,814	15,091	2,34,970	1	27	28	121
Bombay, Baroda and Central India	11,028	33,257	44,285	*	8,985	4,803	13,788	*
Burma	26,568	..	26,568	3,93,923	3,173	..	3,173	25,087
Eastern Bengal	4,411	9,372	13,783	*	81	772	853	*
Jodhpur	1,467	6,544	8,011	1,03,443	3	343	346	5,227
Madras and Southern Mahratta	34,998	21,013	56,011	*	4,515	3,318	7,833	*
Nizam's Guaranteed State	3,561	5,155	8,716	*	90	3,899	3,989	*
Rohilkund and Kumaon	2,371	1,885	4,256	31,802	7,480	97	7,577	25,951
South Indian	..	..	..	..	..	..	..	..
Total	104,024	‖34,898	‖138,922	8,88,737	24,328	‖13,259	‖37,587	56,386
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	7,372	2,145	9,517	*	468	16	484	*
Bombay, Baroda and Central India	3,394	2,006	5,400	*	17	22	39	*
Eastern Bengal	19	54	73	*	..	..	..	..
Great Indian Peninsula	196	2,225	2,421	*	..	..	..	..
Jodhpur	21	16	37	†	..	..	..	..
North Western	1,173	1,153	2,326	*	7,833	17,642	25,475	*
South Indian	..	..	..	..	..	..	..	..
Total	12,175	‖7,599	‖19,774	..	8,318	‖17,680	‖25,998	..
Total, 1925-26	557,040	‖269,790	‖826,830	1,23,15,058	338,149	‖137,213	‖475,362	37,85,573
Total, 1924-25	(a) *569,141*	(a) *‖203,818*	(a) *‖772,959*	(a) *1,12,77,596*	‡	‡	‡	‡
Increase	..	65,972	53,871	10,37,462	..	..	..	..
Decrease	12,101	..	..	..	..	..	..	..

‡ Included under the commodity concerned.

* Shown under
† Shown under
(a) Includes
‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1925-26.

(11) Railway materials.				(12) Total light merchandise.				IV. Other Commodities.			
Originating on Home line whether local or Foreign. 115	Other traffic. 116	Total. 117	Earnings. 118	Originating on Home line whether local or Foreign. 119	Other traffic. 120	Total. 121	Earnings. 122	Originating on Home line whether local or Foreign. 123	Other traffic. 124	Total. 125	Earnings. 126
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
450,657	34,700	485,357	17,35,106	892,662	194,593	1,087,255	87,28,828	1,352,675	226,560	1,579,235	95,58,535
399,323	28,071	427,394	7,31,071	976,786	94,643	1,071,429	1,62,54,015	703,670	156,938	860,608	1,46,20,098
441,701	9,908	451,609	4,92,542	1,160,542	685,104	1,845,646	1,60,08,333	424,536	231,472	656,008	54,18,939
827,559	56,397	883,956	13,74,160	1,411,982	524,851	1,936,833	1,65,28,781	1,644,097	589,283	2,233,380	2,00,66,405
12,393	32,474	44,867	2,84,229	635,083	251,984	887,067	1,58,20,051	1,196,676	317,980	1,514,656	1,54,47,583
191,580	74,481	266,061	6,11,134	482,597	209,269	691,866	87,84,275	423,449	250,685	674,134	95,22,078
83,372	4,563	87,935	80,581	114,982	83,774	198,756	18,36,762	51,330	43,991	95,321	13,16,843
13,970	37,171	51,141	2,43,384	845,169	219,130	1,064,299	1,90,66,569	1,882,526	271,720	2,154,246	2,20,54,431
175,558	62	175,620	3,16,432	606,056	58,955	665,011	64,61,090	555,346	97,295	652,641	44,51,147
2,596,113	‖277,827	‖2,873,940	58,68,639	7,125,859	‖2,322,303	‖9,448,162	10,94,88,704	8,234,305	‖2,185,924	‖10,420,229	10,24,56,059
..	..	..	..	219,918	57,266	277,184	23,72,105	297,148	103,166	400,314	36,40,396
84,845	26,279	111,124	1,43,712	588,311	134,935	723,246	35,26,249	249,240	102,177	351,417	26,92,654
25,362	42,222	67,584	*	205,664	231,097	436,671	*	290,111	200,172	490,283	*
49,483	..	49,483	1,04,840	386,828	..	386,828	43,38,405	937,195	..	937,195	86,33,501
414,906	6,310	421,216	*	849,059	236,596	1,085,655	*	76,989	160,074	237,063	*
47,315	17,804	65,119	96,395	70,727	62,192	1,32,919	9,62,091	49,078	43,141	92,219	9,03,375
52,191	16,712	68,903	*	243,101	108,644	351,745	*	321,315	107,399	428,714	*
15,340	2,437	17,777	*	32,383	35,925	68,308	*	28,139	16,829	44,968	*
42,916	..	42,916	1,83,142	73,235	22,729	95,964	5,21,540	106,827	17,740	124,567	5,29,184
..	..	..	..	..	..	..	..	..	..	..	..
732,358	‖111,764	‖844,122	5,28,089	2,669,226	‖889,384	‖3,558,610	1,17,20,390	2,356,042	‖750,698	‖3,106,740	1,63,99,110
25,879	5,970	31,849	*	46,119	41,533	87,652	*	128,098	28,003	156,101	*
1,799	963	2,762	*	13,829	13,069	26,898	*	29,126	11,124	40,250	*
2,982	..	2,982	*	8,222	2,000	10,222	*	1,104	1,948	3,052	*
..	..	..	..	3,422	19,532	22,954	*	12,742	28,450	41,192	*
35	..	35	†	937	371	1,308	†	631	292	923	†
..	64	64	*	30,788	34,645	65,433	*	39,298	25,707	65,005	*
..	..	..	..	..	..	..	..	..	..	..	..
30,695	‖6,997	‖37,692	..	103,317	‖111,150	‖214,467	..	210,999	‖95,524	‖306,523	..
3,359,166	‖396,588	‖3,755,754	63,96,728	9,898,402	‖3,322,837	‖13,221,239	12,12,09,094	10,801,346	‖3,032,146	‖13,833,492	11,88,55,169
426,034	*‖192,029*	*‖618,063*	*31,98,315*	*(a) 6,176,119*	*(a) ‖1,995,006*	*(a) ‖8,171,125*	*(a) 10,72,60,558*	*(a) 10,418,881*	*(a) ‖2,899,011*	*(a) ‖13,317,892*	*(a) 11,48,69,728*
2,933,132	204,559	3,137,691	31,98,413	3,722,283	1,327,831	5,050,114	1,39,48,536	382,465	133,135	515,600	39,85,441
..	..	..	..	..	..	..	..	..	..	..	..

5′ 6″ gauge.
3′3⅜″ gauge.
Military traffic.
railways are considered as two or more separate consignments.

29. *Statement of Principal Commodities carried by Class I*

Railway.	Total General merchandise (Total of items II (15), III (12) and IV.				V.—Live	
	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.
127	128	129	130	131	132	133
5′ 6″ Gauge.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.
Bengal Nagpur	5,146,000	831,215	5,977,215	3,77,05,586	10,483	502
Bombay, Baroda and Central India	2,736,202	956,466	3,692,668	6,61,33,003	27,737	15,317
Eastern Bengal	1,905,291	1,294,824	3,200,115	2,77,98,383	3,002	2,338
East Indian	5,434,897	2,116,415	7,551,312	6,40,72,230	23,227	8,258
Great Indian Peninsula	3,919,185	2,183,877	6,103,062	8,11,70,895	18,813	1,204
Madras and Southern Mahratta	1,745,080	1,129,887	2,874,967	4,55,69,889	7,441	199
Nizam's Guaranteed State	539,701	268,873	808,574	95,41,813	153	125
North Western	6,702,856	921,033	7,623,889	8,50,09,980	35,790	222
South Indian (entire system)	2,434,682	549,757	2,984,439	2,47,21,760	9,718	252
Total	30,563,894	‖10,252,347	‖40,816,241	44,17,23,539	136,364	‖28,417
3′ 3½″ Gauge.						
Assam Bengal	795,629	202,708	998,337	80,96,861	3,177	1,817
Bengal and North Western	2,045,458	470,604	2,516,062	1,52,58,897	35,899	96
Bombay, Baroda and Central India	1,497,678	1,239,904	2,737,582	*	26,250	2,847
Burma	3,812,883	..	3,812,883	2,81,44,531	25,813	..
Eastern Bengal	1,185,338	750,106	1,935,444	*	8,823	26,660
Jodhpur	313,903	259,209	573,112	41,53,878	1,959	14
Madras and Southern Mahratta	1,487,954	620,810	2,108,764	*	6,495	471
Nizam's Guaranteed State	309,976	110,863	420,839	*	303	34
Rohilkund and Kumaon	652,463	126,227	778,690	32,91,818	375	283
South Indian	..	..	..	..	..	..
Total	12,101,282	‖3,780,431	‖15,881,713	5,89,45,985	109,094	‖32,222
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	549,646	119,759	669,405	*	144	25
Bombay, Baroda and Central India	151,625	63,555	215,180	*	46	56
Eastern Bengal	9,704	9,888	19,592	*	..	64
Great Indian Peninsula	84,392	90,026	174,418	*	..	..
Jodhpur	4,254	1,951	6,205	†	..	..
North Western	181,187	92,808	273,995	*	171	47
South Indian	..	..	..	..	..	..
Total	980,808	‖377,987	‖1,358,795	..	361	‖192
Total 1925-26	43,645,984	‖14,410,765	‖58,056,749	50,06,69,524	245,819	‖60,831
Total 1924-25	*(a) 40,577,917*	*(a) ‖12,449,015*	*(a) ‖53,026,932*	*(a) 52,02,69,788*	‡	‡
Increase	3,068,067	1,961,750	5,029,817	..	..	..
Decrease	..	..	..	1,96,00,264	..	..

* Shown under
† Shown under
‡Not available.
(a) Includes
‖In these totals consignments prssing over two or more

Railways and the earnings therefrom for 1925-26.

Stock.		VI.—Fuel and other Stores on Revenue Account.				Grand total.			
Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earning.
134	135	136	137	138	139	140	141	142	143
Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
10,985	1,36,404	1,251,177	13,782	1,264,959	26,37,597	10,773,103	1,381,944	12,155,047	5,51,27,150
43,054	23,76,590	256,730	415,374	672,104	23,73,051	3,031,653	1,844,386	4,876,039	7,41,96,473
5,340	5,01,533	512,960	366,764	879,724	18,67,955	2,433,877	3,113,457	5,547,334	3,33,15,383
31,485	12,26,390	3,090,451	57,842	3,148,293	51,34,434	19,053,723	2,810,344	21,864,067	12,52,61,269
20,017	4,06,651	2,352,827	890,325	3,243,152	57,30,132	6,712,567	3,798,686	10,511,253	9,27,19,575
7,640	3,32,245	351,110	275,267	626,377	15,93,846	2,162,515	1,657,968	3,820,483	5,01,26,727
278	11,973	160,375	642	161,017	2,61,137	1,132,758	270,670	1,403,428	1,15,97,101
36,012	7,29,366	4,524,840	1,031,248	5,556,088	61,47,176	11,374,079	2,755,431	14,129,510	9,56,23,997
9,970	1,65,123	839,313	..	839,313	7,82,227	3,318,754	572,107	3,890,861	2,59,44,804
‖164,781	58,86,275	13,339,783	‖3,051,244	‖16,391,027	2,65,27,555	59,993,029	‖18,204,993	‖78,198,022	56,39,12,479
4,994	56,896	119,771	52,960	172,731	2,13,996	977,201	364,903	1,342,104	89,04,537
35,995	6,14,478	246,219	215,004	461,223	7,18,045	2,343,775	900,363	3,244,138	1,73,11,792
29,097	*	226,999	263,512	490,511	*	1,753,110	1,847,613	3,600,723	*
25,813	7,11,038	1,239,531	..	1,239,531	13,75,366	5,078,227	..	5,078,227	3,02,30,935
35,483	*	308,277	167,535	475,812	*	1,504,885	1,252,880	2,757,765	*
1,973	23,810	89,216	83,137	172,353	1,97,259	405,085	345,108	750,193	43,95,050
6,966	*	386,489	4,447	390,936	*	1,882,805	655,515	2,538,320	*
337	*	85,617	22,556	108,173	*	396,099	169,042	565,141	*
658	11,412	177,512	1,322	178,834	96,750	830,481	140,501	970,982	34,13,899
..	..	..	..	..	..	..	..	..	..
‖141,316	14,17,634	2,879,631	‖810,473	‖3,690,104	26,01,416	15,171,668	‖5,675,925	‖20,847,593	6,42,56,213
169	*	1,54,100	211	154,311	*	765,432	143,636	909,068	*
102	*	1,580	3,023	4,603	*	153,684	72,968	226,652	*
64	*	906	278	1,184	*	10,629	11,678	22,307	*
..	..	..	..	..	..	84,543	102,791	187,334	*
..	†	152	32	184	†	4,406	2,257	6,663	†
218	*	51,596	13,311	64,907	*	250,916	116,185	367,101	*
..	..	..	..	..	..	..	..	..	..
‖553	..	208,334	‖16,855	‖225,189	..	1,269,610	‖449,515	‖1,719,125	..
‖306,650	73,03,909	16,427,748	‖3,878,572	‖20,306,320	2,91,28,971	76,434,307	‖24,330,433	‖100,764,740	62,81,68,692
‡	‡	‡	‡	‡	‡	*§56,969,765*	*§‖18,908,971*	*§‖75,878,736*	*§ 61,19,25,727*
..	..	..	..	..	..	19,464,542	5,421,462	24,886,004	1,62,42,965
..	..	..	..	..	..	..	..	..	..

5′ 6″ gauge.
3′ 3⅜″ gauge.
Military traffic.
railways are considered as two or more separate consignments.

§ Excludes "Live stock" and "Fuel and other stores on Revenue Account."

30.—*Analysis of operating*

TABLE A.—MAINTENANCE OF STRUCTURAL

Railway.	General Administration.					Track (Running lines	
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.
1	2	3	4	5	6	7	8
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
5′ 6″ Gauge.							
Bengal-Nagpur	18,34,939	891·2	621·0	0·26	18·8	25,12,331	1,220·1
Bombay, Baroda and Central India	10,24,800	773·8	498·8	0·24	9·84	15,03,318	1,135·2
Eastern Bengal	9,42,960	1,393·7	683·2	0·36	13·6	10,92,400	1,614·5
East Indian	34,33,713	874·1	534·9	0·18	15·5	47,55,424	1,210·5
Great Indian Peninsula	29,39,289	850·3	537·9	0·27	15·0	34,97,096	1,011·7
Madras and Southern Mahratta	8,55,757	798·3	630·7	0·27	13·0	9,62,570	898·0
Nizam's Guaranteed State	2,34,146	573·7	498·1	0·37	35·8	3,75,972	921·1
North Western	31,19,440	538·8	367·8	0·27	12·8	48,81,224	843·0
South Indian	3,10,595	690·5	583·6	0·34	12·8	3,35,666	746·2
3′ 3½″ Gauge.							
Assam-Bengal	5,90,662	563·0	471·7	0·66	25·6	7,22,139	688·3
Bengal and North-Western	5,84,691	280·7	229·2	0·30	14·9	19,19,878	921·7
Bombay, Baroda and Central India	9,83,322	400·8	337·7	0·34	16·2	14,77,155	602·0
Burma	10,65,062	589·8	438·8	0·45	14·1	36,15,455	2,002·2
Eastern Bengal	5,39,803	546·4	420·5	0·39	13·2	8,67,352	878·1
Jodhpur	1,05,277	125·1	109·4	0·21	6·68	3,82,550	454·6
Madras and Southern Mahratta	6,55,584	332·9	296·5	0·34	12·3	13,00,560	660·4
Nizam's Guaranteed State	2,34,671	403·9	350·3	0·70	33·6	3,71,107	638·7
Rohilkund and Kumaon	1,53,170	268·4	224·1	0·48	16·0	2,54,896	446·6
South Indian	8,52,962	642·4	534·4	0·49	18·0	9,27,237	698·4
2′ 6″ and 2′ 0″ Gauge.							
Bengal-Nagpur	2,52,839	282·6	256·2	0·80	20·8	4,77,653	533·9
Bombay, Baroda and Central India	30,368	179·4	158·5	0·95	20·4	70,159	414·6
Eastern Bengal	7,251	161·1	148·2	1·17	12·6	19,923	442·7
Jodhpur	638	25·3	24·5	0·62	6·32	4,814	190·7
North Western	2,11,236	459·9	385·0	1·94	15·0	1,86,719	406·5
South Indian	28,630	290·1	271·1	1·54	22·9	56,664	574·2

expenses of Class I Railways for the year 1925-26.

WORKS.

SIDINGS AND YARDS.)			BRIDGES AND TUNNELS.				
Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.
9	10	11	12	13	14	15	16
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
850·2	0·36	25·7	1,90,851	92·7	64·6	0·03	1·96
731·7	0·35	14·4	2,19,113	165·4	106·6	0·05	2·10
791·5	0·42	15·8	1,45,188	214·6	105·2	0·06	2·09
740·6	0·25	21·4	3,92,671	100·0	61·2	0·02	1·77
640·0	0·32	17·9	3,52,908	102·1	64·6	0·03	1·80
709·5	0·30	14·6	80,470	75·1	59·3	0·02	1·22
799·9	0·60	57·5	12,172	29·8	25·9	0·02	1·86
575·5	0·43	20·0	5,09,140	87·9	60·0	0·05	2·09
630·7	0·37	13·9	50,240	111·7	94·4	0·06	2·08
576·8	0·81	31·3	87,487	83·4	69·8	0·09	3·86
752·7	0·98	49·0	6,75,138	324·1	264·7	0·34	17·2
507·3	0·52	24·4	67,703	27·6	23·3	0·02	1·12
1,489·3	1·57	48·0	7,08,721	392·5	291·9	0·31	9·41
675·6	0·63	21·2	4,09,078	414·1	318·7	0·30	10·0
397·6	0·77	24·3	18,120	21·5	18·8	0·04	1·15
588·1	0·68	24·3	94,352	47·9	42·8	0·05	1·76
554·0	1·11	53·1	5,014	8·3	7·49	0·02	0·72
372·9	0·80	26·6	50,851	89·1	74·4	0·16	5·32
580·9	0·53	19·6	69,896	52·6	43·8	0·04	1·48
484·1	1·51	39·3	42,071	47·0	42·6	0·13	3·46
366·3	2·21	46·9	4,410	26·1	23·0	0·14	2·95
407·1	3·23	34·6	519	11·5	10·6	0·08	0·90
185·0	4·67	47·7	131	5·19	5·03	0·13	1·30
340·3	1·72	13·3	33,172	72·2	60·5	0·31	2·36
536·6	3·05	45·2	911	9·23	8·63	0·05	0·73

30.—Analysis of operating

TABLE A.—MAINTENANCE OF STRUCTURAL

Railway.	Other structural Works.					Equipment.		
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.
17	18	19	20	21	22	23	24	25
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
5′ 6″ Gauge.								
Bengal-Nagpur	14,56,338	707·3	492·9	0·21	14·9	97,934	47·6	33·1
Bombay, Baroda and Central India	7,68,384	580·2	374·0	0·18	7·38	57,693	43·6	28·1
Eastern Bengal	17,18,480	2,539·9	1,245·2	0·65	24·8	82,222	121·5	59·6
East Indian	30,70,884	781·7	418·4	0·16	13·8	2,59,773	66·1	40·4
Great Indian Peninsula	31,70,642	917·2	580·2	0·29	16·2	3,87,461	112·1	70·9
Madras and Southern Mahratta	7,83,404	730·8	577·4	0·25	11·9	1,19,051	111·0	87·7
Nizam's Guaranteed State	1,07,311	262·9	228·3	0·17	16·4	18,411	45·1	39·2
North Western	36,93,682	638·0	435·5	0·32	15·1	2,55,637	44·1	30·2
South Indian	1,47,789	328·6	277·6	0·16	6·11	23,457	52·1	44·1
3′ 3½″ Gauge.								
Assam-Bengal	3,20,113	305·1	255·7	0·36	13·9	16,800	16·0	13·4
Bengal and North-Western	4,66,995	224·2	183·1	0·24	11·9	..	..	..
Bombay, Baroda and Central India	5,85,078	238·5	201·0	0·20	9·66	53,877	22·0	18·5
Burma	15,09,022	835·8	621·7	0·67	20·1	..	..	..
Eastern Bengal	5,30,360	536·8	413·2	0·38	13·0	54,917	55·6	42·8
Jodhpur	1,08,247	128·6	112·5	0·22	6·86	50,550	60·1	52·5
Madras and Southern Mahratta	5,16,964	262·5	233·7	0·27	9·66	45,215	22·9	20·4
Nizam's Guaranteed State	64,046	110·2	95·6	0·19	9·17	17,179	29·6	25·7
Rohilkund and Kumaon	58,050	101·7	84·9	0·18	6·07	1,890	3·31	2·77
South Indian	3,95,948	298·2	248·1	0·23	8·37	35,988	27·1	22·6
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	94,327	105·4	95·6	0·30	7·77	15,917	17·8	16·1
Bombay, Baroda and Central India	8,762	51·8	45·7	0·27	5·86	1,010	5·96	5·27
Eastern Bengal	5,822	129·5	118·9	0·94	10·1	1,071	23·8	21·9
Jodhpur	273	10·8	10·5	0·27	2·71	448	17·7	17·2
North Western	1,14,463	249·3	208·6	1·05	8·14	3,213	7·00	5·85
South Indian	10,212	103·5	96·7	0·55	8·15	1,013	10·3	9·59

expenses of Class I Railways for the year 1925-26—contd.

WORKS—*contd.*

		Conservancy of Rivers.					New Minor Works and other Miscellaneous Expenses, etc.				
Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.
26	27	28	29	30	31	32	33	34	35	36	37
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
0·01	1·00	49	0·02	0·02	0·00	0·00	4,07,279	197·8	137·8	0·06	4·17
0·02	0·55	..	..	..	..	..	2,02,770	153·1	98·3	0·05	1·95
0·03	1·19	38,102	56·3	27·6	0·01	0·54	5,75,239	850·4	416·8	0·22	8·29
0·01	1·18	40,655	61·2	37·5	0·02	1·08	6,62,193	168·6	103·2	0·03	2·98
0·03	1·98	2,190	0·63	0·40	0·00	0·01	11,04,701	319·6	202·1	0·11	5·64
0·04	1·80	..	..	..	..	..	—6,597	—6·14	—4·86	..	—0·10
0·03	2·82	..	..	..	..	..	13,447	33·0	28·6	0·02	2·06
0·02	1·04	1,18,089	20·4	13·9	0·01	0·39	—10,13,333	—175·0	—119·4	—0·09	—4·17
0·03	0·97	..	..	..	..	..	32,241	71·7	60·6	0·04	1·33
0·02	0·73	7,263	6·92	5·80	0·01	0·32	79,963	76·3	63·9	0·09	3·47
..	..	436	0·21	0·17	..	0·01	2,72,473	130·8	106·8	0·14	6·95
0·02	0·89	..	..	..	..	..	1,09,654	44·7	37·7	0·04	1·81
..	..	7,095	3·93	2·92	..	0·09	6,22,271	344·6	256·3	0·27	8·27
0·04	1·34	—14,837	—15·0	—11·6	—0·10	—0·36	2,45,644	248·5	191·3	0·18	6·02
0·10	3·21	..	..	..	..	..	76,042	90·4	79·0	0·15	4·82
0·02	0·84	..	..	..	..	..	—94,692	—48·0	—42·8	—0·05	—1·76
0·05	2·46	..	..	..	..	..	18,521	31·9	27·7	0·05	2·65
0·01	0·20	336	0·59	0·49	..	0·04	62,890	110·2	92·0	0·20	6·57
0·02	0·76	..	..	..	..	..	1,48,237	111·7	92·9	0·09	3·13
0·05	1·31	..	..	..	..	..	69,626	77·8	70·6	0·21	5·73
0·03	0·68	..	..	..	..	..	3,341	19·7	17·4	0·11	2·23
0·17	1·83	..	..	..	..	..	771	17·1	15·8	0·12	1·36
0·43	4·44	..	..	..	..	..	2	0·08	0·08	..	0·02
0·03	0·23	99	0·22	0·18	..	0·01	45,026	98·0	82·0	0·41	3·20
0·05	0·81	..	..	..	..	..	2,765	28·0	26·2	0·15	2·21

30.—Analysis of operating expenses of

TABLE A.—MAINTENANCE OF STRUCTURAL

Railway.	Total Ordinary Repairs and Maintenance.					Total replacement and		
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.
38	39	40	41	42	43	44	45	46
5′ 6″ Gauge.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
Bengal-Nagpur	46,64,782	2,265·5	1,578·7	0·67	47·8	32,72,701	1,589·4	1,107·6
Bombay, Baroda and Central India	27,51,278	2,077·5	1,339·1	0·65	26·4	66,36,631	5,011·4	3,230·0
Eastern Bengal	36,51,631	5,397·2	2,645·9	1·39	52·6	23,42,543	3,462·3	1,697·4
East Indian	93,81,600	2,388·1	1,461·3	0·49	42·3	93,72,000	2,385·6	1,459·9
Great Indian Peninsula	85,14,998	2,463·3	1,558·2	0·78	43·5	81,39,360	2,354·6	1,489·5
Madras and Southern Mahratta	19,38,898	1,808·8	1,429·0	0·61	29·4	38,09,916	3,554·2	2,808·1
Nizam's Guaranteed State	5,27,313	1,291·9	1,121·8	0·84	80·6	—1,07,269	—262·8	—228·2
North Western	84,44,439	1,458·4	995·6	0·74	34·6	1,28,32,884	2,216·3	1,513·1
South Indian	5,89,393	1,310·3	1,107·4	0·65	24·4	15,18,163	3,375·2	2,852·3
3′ 3⅜″ Gauge.								
Assam-Bengal	12,33,765	1,176·1	985·4	1·38	53·6	5,29,649	504·8	423·1
Bengal and North-Western	33,34,920	1,601·0	1,307·4	1·70	85·1	..	..	..
Bombay, Baroda and Central India	22,93,467	934·8	787·8	0·80	37·9	27,78,177	1,132·3	954·2
Burma	36,84,002	2,040·2	1,517·6	1·60	48·9	27,78,562	1,538·8	1,144·6
Eastern Bengal	20,92,515	2,118·1	1,630·0	1·52	51·2	14,56,360	1,473·2	4,133·7
Jodhpur	6,35,509	755·1	660·6	1·28	40·3	8,61,843	1,024·1	895·8
Madras and Southern Mahratta	18,62,399	945·7	842·2	0·97	34·8	28,32,932	1,438·5	1,281·1
Nizam's Guaranteed State	4,75,867	819·1	710·4	1·42	68·1	—12,119	—20·9	—18·1
Rohilkund and Kumaon	4,28,913	751·5	627·5	1·35	44·9	3,74,306	655·8	547·6
South Indian	15,77,306	1,188·0	988·2	0·90	33·4	23,00,168	1,732·5	1,441·1
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	6,99,594	782·0	709·0	2·20	57·6	2,62,691	293·7	266·2
Bombay, Baroda and Central India	87,682	518·2	457·7	2·76	58·6	31,442	185·8	164·2
Eastern Bengal	28,106	624·6	574·3	4·54	48·8	22,251	494·5	454·6
Jodhpur	5,668	224·5	217·8	5·50	56·2	3,792	150·2	145·7
North Western	3,82,692	833·2	697·5	3·52	27·2	8,14,282	1,772·9	1,484·0
South Indian	71,565	725·2	677·8	3·85	57·1	25,101	254·4	237·7

Class I Railways for the year 1925-26—contd.

WORKS—*concld.*

Renewal.		Total Maintenance of Structural Works.					Total Maintenance of Structural Works—less value of Stores returned to Stock.				
Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.
47	48	49	50	51	52	53	54	55	56	57	58
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
0·47	33·5	97,72,422	4,746·1	3,307·2	1·40	100·1	97,63,014	4,741·5	3,304·0	1·40	100·0
1·56	63·7	1,04,12,709	7,862·7	5,067·9	2·45	100·0	1,04,12,709	7,862·7	5,067·9	2·45	100·0
0·89	33·8	69,37,134	10,253·2	5,026·5	2·64	100·0	69,37,134	10,253·2	5,026·5	2·64	100·0
0·49	42·2	2,21,87,313	5,647·8	3,456·1	1·16	100·0	2,21,87,313	5,647·8	3,456·1	1·16	100·0
0·75	41·5	1,95,93,647	5,668·2	3,585·6	1·80	100·0	1,95,93,647	5,668·2	3,585·6	1·80	100·0
1·20	57·6	66,04,571	6,161·3	4,867·8	2·08	100·0	66,04,571	6,161·3	4,867·8	2·08	100·0
—0·17	—16·4	6,54,190	1,602·8	1,391·8	1·04	100·0	6,54,190	1,602·8	1,391·8	1·04	100·0
1·13	52·6	2,43,96,763	4,213·5	2,876·5	2·14	100·0	2,43,96,763	4,213·5	2,876·5	2·14	100·0
1·67	62·8	24,18,151	5,376·0	4,543·3	2·66	100·0	24,18,151	5,376·0	4,543·3	2·66	100·0
0·59	23·0	23,54,076	2,243·9	1,880·2	2·63	102·2	23,03,639	2,195·8	1,839·9	2·58	100·0
..	..	39,19,611	1,881·7	1,536·6	2·00	100·0	39,19,611	1,881·7	1,536·2	2·00	100·0
0·97	45·9	60,54,966	2,467·9	2,079·7	2·11	100·0	60,54,966	2,467·9	2,079·7	2·11	100·0
1·21	36·9	75,27,626	4,168·8	3,100·9	3·28	100·0	75,27,626	4,168·8	3,100·9	3·28	100·0
1·06	35·6	40,87,678	4,137·7	3,184·2	2·97	100·0	40,87,678	4,137·7	3,184·2	2·97	100·0
1·74	54·7	16,02,629	1,904·3	1,665·8	3·23	101·6	15,76,711	1,873·5	1,638·9	3·18	100·0
1·48	52·9	53,50,915	2,717·1	2,419·8	2·79	100·0	53,50,915	2,717·1	2,419·8	2·79	100·0
—0·03	—1·73	6,98,419	1,202·1	1,042·7	2·09	100·0	6,98,419	1,202·1	1,042·6	2·09	100·0
1·17	39·1	9,56,389	1,675·6	1,399·2	3·00	100·0	9,56,389	1,675·6	1,399·2	3·00	100·0
1·32	48·6	47,30,436	3,562·9	2,963·7	2·71	100·0	47,30,436	3,562·9	2,963·7	2·71	100·0
0·83	21·6	12,15,124	1,358·3	1,231·4	3·83	100·0	12,14,704	1,357·9	1,231·0	3·83	100·0
0·99	21·0	1,49,492	883·4	780·4	4·70	100·0	1,49,492	883·4	780·4	4·70	100·0
3·61	38·6	57,608	1,280·2	1,177·1	9·32	100·0	57,608	1,280·2	1,177·1	9·32	100·0
3·67	37·6	10,098	399·9	388·1	9·79	100·1	10,090	399·6	387·8	9·79	100·0
7·49	57·8	14,08,210	3,066·0	2,566·5	13·0	100·0	14,08,210	3,066·0	2,566·5	13·0	100·0
1·35	20·0	1,25,296	1,269·7	1,186·6	6·74	100·0	1,25,296	1,269·7	1,186·6	6·74	100·0

30.—Analysis of operating expenses of

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	General Administration.				Locomotives—(a) Running Repairs.			
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
Bengal-Nagpur	11,24,026	0·07	0·16	7·90	10,21,110	0·07	0·15	7·17
Bombay, Baroda and Central India	7,11,635	0·07	0·17	4·34	10,90,220	0·11	0·26	6·66
Eastern Bengal	4,36,978	0·07	0·17	5·93	4,41,387	0·07	0·17	5·99
East Indian	25,61,649	0·06	0·13	7·43	25,24,161	0·06	0·13	7·32
Great Indian Peninsula	17,52,398	0·07	0·16	3·84	35,12,682	0·13	0·32	7·71
Madras and Southern Mahratta	5,44,204	0·07	0·17	5·34	6,06,481	0.08	0·19	5·95
Nizam's Guaranteed State	1,18,008	0·07	0·19	6·05	1,17,999	0·07	0·19	6·05
North Western	16,98,910	0·06	0·15	4·15	32,99,343	0·12	0·29	8·06
South Indian	1,77,361	0·06	0·19	4·01	2,14,783	0·07	0·24	4·85
3′ 3⅜″ Gauge.								
Assam-Bengal	2,77,608	0·08	0·30	11·0	99,311	0·03	0·11	3·90
Bengal and North-Western	2,94,620	0·04	0·15	6·71	‡8,33,210	0·10	0·43	19·0
Bombay, Baroda and Central India	9,96,101	0·09	0·35	7·95	5,95,234	0·05	0·21	4·75
Burma	6,73,646	0·07	0·29	8·24	‡10,81,956	0·12	0·47	13·3
Eastern Bengal	3,59,945	0·07	0·26	7·20	2,73,589	0·05	0·20	5·47
Jodhpur	1,10,021	0·05	0·22	4·73	94,547	0·05	0·19	4·07
Madras and Southern Mahratta	4,82,929	0·06	0·25	6·17	3,98,585	0·04	0·21	5·09
Nizam's Guaranteed State	1,23,992	0·08	0·37	10·7	1,25,813	0·09	0·38	10·8
Rohilkund and Kumaon	68,297	0·04	0·21	6·90	2,16,030	0·14	0·68	21·5
South Indian	5,01,519	0·06	0·29	5·87	6,85,981	0·08	0·39	8·03
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	1,03,457	0·05	0·33	8·21	96,952	0·05	0·30	7·70
Bombay, Baroda and Central India	10,958	0·04	0·35	4·60	12,019	0·05	0·38	5·04
Eastern Bengal	2,978	0·02	0·48	5·22	5,261	0·05	0·85	9·22
Jodhpur	..	..	..	..	763	0·04	0·74	8·57
North Western	80,945	0·08	0·74	5·01	4,44,093	0·41	4·09	27·4
South Indian	13,736	0·09	0·74	5·98	18,660	0·11	1·00	8·12

‡Includes expenditure incurred in workshop repairs

Cost per train mile can be arrived at by dividing the total

Class I Railways for the year 1925-26—contd.

POWER.

Locomotives —(*b*) Workshop repairs.				Equipment.				New Minor Works, etc.			
Amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
10	11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
25,53,140	0·16	0·37	17·9	5,09,470	0·03	0·07	3·58	11,028	..	..	0·08
25,80,066	0·26	0·61	15·8	3,21,289	0·03	0·07	1·96	404	..	..	0·01
10,95,549	0·17	0·42	14·9	3,24,504	0·05	0·12	4·40	—44,421	—0·01	—0·02	—0·61
45,55,789	0·12	0·24	13·2	10,20,515	0·02	0·05	2·96	21,852	..	..	0·07
55,71,552	0·22	0·51	12·2	6,84,086	0·03	0.06	1·51	2,084	..	..	..
17,16,694	0·23	0·55	16·8	4,74,560	0·06	0·15	4·66	10,742	..	..	0·11
1,84,541	0·11	0·29	9·46	4,715	..	0·01	0·24	169	..	..	..
59,73,729	0·21	0·53	14·6	7,69,760	0·03	0·07	1·88	—35,88,060	—0·13	—0·32	—8·77
5,59,779	0·20	0·62	12·7	57,538	0·02	0·06	1·30	..	..	..	..
2,80,665	0·08	0·31	11·1	52,352	0·01	0·06	2·07	250	..	..	..
..	..	..	..	50,588	0·01	0·02	1·15	2,108	..	..	0·05
23,81,830	0·20	0·83	19·0	4,51,884	0·04	0·16	3·61	2,495	..	..	0·02
..	..	..	..	5,95,734	0·07	0·27	7·29	..	..	..	..
5,42,910	0·11	0·39	10·9	1,43,664	0·02	0·10	2·87	39,054	0·01	0·03	0·78
4,89,533	0·24	0·99	21·1	38,950	0·02	0·08	1·68	248	..	..	0·01
1,092,901	0·13	0·56	13·6	1,72,770	0·02	0·09	2·21	71,455	0·01	0·04	0·91
1,29,868	0·09	0·39	11·2	4,904	0·00	0·01	0·42	294	..	..	..
26,688	0·02	0·08	2·65	..	..	..	..	—750	0·00	..	—0·07
12,98,651	0·16	0·75	15·2	1,56,822	0·02	0·09	1·84	9,535	0·28	17·4	0·01
2,62,126	0·13	0·83	20·8	3,294	..	0·01	0·26	17	..	..	..
64,949	0·27	2·04	27·3	..	..	..	..	..	..	..	..
3,673	0·03	0·60	6·44	23	..	..	0·04	58	..	0·01	0·11
1,678	0·09	1·63	18·8	..	..	..	..	..	..	..	..
—3	..	..	..	7,799	..	0·07	0·48	17,685	0·02	0·16	0·07
29,712	0·18	1·60	12·9	464	..	0·03	0·20	164	..	0·01	1·09

amount by train miles, columns 14+15+16 of page 100.

30.—Analysis of operating expenses of

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	Total Ordinary Repairs and Maintenance.				Running Staff.			
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
22	23	24	25	26	27	28	29	30
5′ 6″ Gauge.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
Bengal Nagpur	40,94,748	0·26	0·59	28·8	32,71,005	0·21	0·47	23·0
Bombay, Baroda and Central India	39,91,979	0·40	0·94	24·4	25,91,245	0·27	0·61	15·9
Eastern Bengal	18,17,019	0·28	0·69	24·7	10,59,462	0·16	0·41	14·4
East Indian	81,22,317	0·20	0·42	23·6	71,01,720	0·18	0·37	20·6
Great Indian Peninsula	97,70,404	0·38	0·89	21·4	67,12,075	0·26	0·62	14·8
Madras and Southern Mahratta	28,08,477	0·37	0·89	27·5	13,71,894	0·19	0·43	13·5
Nizam's Guaranteed State	3,07,424	0·18	0·49	15·8	2,34,846	0·14	0·37	12·0
North Western	64,54,772	0·23	0·57	15·7	55,99,411	0·20	0·49	13·7
South Indian	8,32,100	0·29	0·92	18·8	5,78,709	0·21	0·64	13·1
3′ 3⅜″ Gauge.								
Assam Bengal	4,32,578	0·12	0·48	17·1	3,85,870	0·11	0·42	15·2
Bengal and North-Western	8,85,906	0·10	0·45	20·2	5,25,026	0·06	0·27	11·9
Bombay, Baroda and Central India	34,31,443	0·29	·20	27·4	22,61,028	0·20	0·79	18·1
Burma	11,48,415	0·13	0·50	14·1	16,21,552	0·18	0·70	19·9
Eastern Bengal	9,99,217	0·19	0·72	20·0	7,31,657	0·14	0·53	14·6
Jodhpur	6,23,278	0·31	1·26	26·8	2,11,306	0·11	0·43	9·09
Madras and Southern Mahratta	17,35,711	0·20	0·90	22·1	14,60,466	0·16	0·76	18·6
Nizam's Guaranteed State	2,60,879	0·18	0·78	22·4	1,88,339	0·13	0·56	16·2
Rohilkund and Kumaon	2,41,968	0·16	0·76	24·1	1,08,779	0·07	0·35	10·8
South Indian	21,50,989	0·26	1·23	25·1	15,92,095	0·19	0·91	18·7
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	3,62,389	0·18	1·14	28·8	2,19,861	0·11	0·69	17·5
Bombay, Baroda and Central India	76,968	0·32	2·42	32·3	29,817	0·12	0·94	12·5
Eastern Bengal	9,015	0·08	1·46	15·8	15,425	0·15	2·50	27·1
Jodhpur	2,441	0·13	2·37	27·4	1,357	0·07	1·32	15·2
North Western	4,69,574	0·43	4·32	29·0	2,94,046	0·27	2·71	18·2
South Indian	49,000	0·29	2·64	21·3	24,667	0·15	1·33	10·7

Cost per train mile can

Class I Railways for the year 1925-26—contd.

POWER—*contd.*

Fuel.				Water wages and Stores.				Oil, Tallow and other Stores.			
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
31	32	33	34	35	36	37	38	39	40	41	42
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
47,06,697	0·29	0·68	33·1	3,08,554	0·02	0·04	2·17	2,53,973	0·02	0·04	1·78
80,11,744	0·81	1·89	49·0	4,17,891	0·04	0·10	2·55	4,68,224	0·05	0·11	2·86
30,26,910	0·46	1·15	41·1	1,22,575	0·02	0·05	1·66	97,769	0·01	0·04	1·32
1,07,56,608	0·27	0·57	31·3	6,38,618	0·02	0·03	1·85	15,21,397	0·04	0·08	4·41
2,21,96,375	0·86	2·04	48·7	9,22,934	0·04	0·08	2·02	6,54,513	2·02	0·06	1·44
48,23,887	0·65	1·52	47·3	2,39,675	0·03	0·08	2·35	1,04,698	0·01	0·03	1·03
5,43,753	0·33	0·87	27·9	41,230	0·03	0·07	2·11	36,813	0·02	0·06	1·89
2,16,19,307	0·77	1·90	52·8	12,43,291	0·05	0·11	3·04	4,88,401	0·02	0·04	1·19
25,96,577	0·91	2·86	58·7	74,956	0·02	0·08	1·69	1,05,113	0·04	0·12	2·38
13,24,542	0·37	1·46	52·2	70,270	0·02	0·08	2·77	36,135	0·01	0·04	1·46
18,78,582	0·23	0·96	42·7	1,61,732	0·02	0·08	3·68	1,16,734	0·01	0·06	2·66
52,94,217	0·45	1·84	42·2	2,41,235	0·02	0·08	1·93	3,36,359	0·03	0·12	2·68
38,09,017	0·41	1·65	46·6	2,66,404	0·03	0·12	3·25	1,15,695	0·01	0·05	1·42
23,13,175	0·45	1·68	46·2	77,675	0·02	0·06	1·55	73,295	0·01	0·05	1·47
9,50,324	0·47	1·91	40·9	1,55,696	0·08	0·31	6·70	52,853	0·03	0·11	2·27
33,65,036	0·38	1·75	42·9	2,45,054	0·03	0·13	3·13	1,12,430	0·01	0·06	1·43
4,99,427	0·34	1·49	43·0	48,746	0·03	0·15	4·20	26,169	0·02	0·08	2·25
4,28,373	0·28	1·35	42·6	35,309	0·02	0·11	3·51	25,098	0·02	0·08	2·50
36,92,895	0·45	2·12	43·2	1,56,579	0·02	0·09	1·83	1,76,400	0·02	0·10	2·06
4,78,504	0·24	1·51	38·0	64,502	0·03	0·21	5·12	24,101	0·01	0·08	1·91
1,10,105	0·46	3·47	46·2	6,856	0·03	0·21	2·88	3,594	0·02	0·11	1·51
20,371	0·18	3·30	35·7	2,524	0·02	0·41	4·43	1,384	0·01	0·22	2·43
4,067	0·22	3·94	45·7	650	0·03	0·63	7·30	353	0·02	0·34	3·96
5,29,026	0·48	4·86	2·7	56,055	0·05	0·52	3·47	25,523	0·02	0·24	1·58
1,26,951	0·76	6·83	55·3	11,808	0·07	0·64	5·14	2,299	0·01	0·12	1·01

be arrived at by dividing the total amount by train miles, columns 14+15+16 of page 100.

30—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	PAYMENTS TO OTHER LINES AND MISCELLANEOUS EXPENSES, ETC.				TOTAL OPERATING EXPENSES.			
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
43	44	45	46	47	48	49	50	51
5′ 6″ GAUGE.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
Bengal Nagpur	1,31,930	..	0·02	0·94	86,72,159	0·54	1·25	60·9
Bombay, Baroda and Central India	1,917	..	..	0·01	1,14,91,021	1·17	2·71	70·3
Eastern Bengal	67,440	0·01	0·02	0·93	43,74,156	0·66	1·67	59·4
East Indian	2,15,892	..	0·01	0·62	2,02,34,235	0·51	1·06	58·7
Great Indian Peninsula	8,78,882	0·04	0·08	1·93	3,13,64,779	1·22	2·88	68·8
Madras and Southern Mahratta	41,060	0·01	0·01	0·40	65,81,214	0·88	2·07	64·6
Nizam's Guaranteed State	8,062	..	0·01	0·37	8,64,704	0·52	1·38	44·3
North Western	2,91,648	0·01	0·02	0·72	2,92,42,058	1·05	2·56	71·6
South Indian	69,644	0·03	0·08	1·57	34,24,999	1·20	3·78	77·4
3′ 3⅜″ GAUGE.								
Assam Bengal	20,459	..	0·02	0·78	18,37,276	0·51	2·02	72·3
Bengal and North-Western	5,32,747	0·07	0·28	12·1	32,14,821	0·39	1·65	73·0
Bombay, Baroda and Central India	25,646	..	0·01	0·20	81,58,485	0·70	2·84	65·1
Burma	..	..	..	..	62,62,361	0·08	2·73	76·7
Eastern Bengal	13,977	0·00	0·01	0·28	32,09,779	0·62	2·33	64·2
Jodhpur	1,82,734	0·09	0·37	7·86	15,52,913	0·78	3·13	66·8
Madras and Southern Mahratta	—8,415	..	..	—0·11	51,74,571	0·58	2·70	66·1
Nizam's Guaranteed State	15,287	0·01	0·04	1·23	7,77,968	0·53	2·32	66·9
Rohilkund and Kumaon	87,331	0·01	0·27	8·69	6,84,890	0·44	2·16	68·1
South Indian	93,041	0·01	0·05	0·97	57,11,010	0·69	3·27	66·7
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	7,186	0·01	0·02	0·57	7,94,154	0·40	2·51	63·0
Bombay, Baroda and Central India	—8	..	..	..	1,50,365	0·63	4·73	63·1
Eastern Bengal	97	...	0·02	0·17	38,801	0·36	6·45	69·8
Jodhpur	23	..	0·02	0·26	6,450	0·34	6·25	72·4
North Western	21,951	0·02	0·20	1·36	9,26,601	0·84	8·53	57·3
South Indian	1,247	0·01	0·07	0·54	1,66,972	1·00	8·99	72·7

Cost per train mile can be arrived

Class I Railways for the year 1925-26—contd.

POWER—*concld.*

Total Replacement and Renewal.				Total Maintenance and Supply of Locomotive power.				Total Maintenance and Supply of Locomotive power—Less value of Stores returned to Stock.			
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Total amount.	Per engine miles.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
52	53	54	55	56	57	58	59	60	61	62	63
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
3,44,026	0·02	0·05	2·41	1,42,34,959	0·89	2·05	100·0	1,42,32,743	0·89	2·05	100·0
1,65,443	0·02	0·04	1·01	1,63,60,078	1·66	3·86	100·0	1,63,60,078	1·66	3·86	100·0
7,41,003	0·11	0·28	10·1	73,69,156	1·12	2·81	100·0	73,69,156	1·12	2·81	100·0
35,67,000	0·09	0·19	10·30	3,44,85,201	0·86	1·80	100·0	3,44,85,201	0·86	1·80	100·0
26,94,965	0·11	0·25	5·91	4,55,82,546	1·78	4·18	100·0	4,55,82,546	1·78	4·18	100·0
2,60,678	0·04	0·08	2·56	1,01,94,573	1·36	3·21	100·0	1,01,94,573	1·36	3·21	100·0
6,62,187	0·40	1·05	33·9	19,52,323	1·17	3·11	100·0	19,52,323	1·17	3·11	100·0
35,43,000	0·13	0·31	8·66	4,09,38,740	1·47	3·59	100·0	4,09,38,740	1·47	3·59	100·0
—9,880	..	—0·01	—0·22	44,24,580	1·55	4·88	100·0	44,24,580	1·55	4·88	100·0
—8,789	..	—0·01	—0·33	25,38,673	0·71	2·79	100·1	25,35,990	0·71	2·79	100·0
..	..	..	..	43,95,347	0·31	2·25	100·0	43,95,347	0·31	2·25	100·0
—53,548	—0·01	—0·02	—0·43	1,25,32,481	1·07	4·37	100·0	1,25,32,481	1·07	4·37	100·0
79,582	0·01	0·03	0·97	81,64,004	0·89	3·55	100·0	81,64,004	0·89	3·55	100·0
4,33,097	0·09	0·32	8·66	50,02,038	0·97	3·63	100·9	50,02,038	0·97	3·69	100·0
56,962	0·03	0·11	2·45	23,43,174	1·17	4·72	100·8	23,26,639	1·16	4·69	100·0
4,38,540	0·05	0·23	5·60	78,31,751	0·89	4·08	100·0	78,31,751	0·89	4·08	100·0
420	0·00	0·00	0·04	11,63,259	0·79	3·47	100·0	11,63,259	0·79	3·47	100·0
8,995	0·01	0·03	0·89	10,05,150	0·65	3·16	100·0	10,05,150	0·65	3·16	100·0
2,07,677	0·02	0·11	2·32	85,71,195	1·04	4·90	100·3	85,71,195	1·04	4·90	100·3
..	..	..	..	12,60,000	0·63	3·98	100·0	12,59,997	0·63	3·98	100·0
..	..	..	..	2,38,291	0·99	7·50	100·0	2,38,291	0·99	7·50	100·0
5,213	0·05	0·84	9·15	57,007	0·51	9·23	100·0	57,007	0·51	9·23	100·0
17	0·01	0·02	0·19	8,908	0·48	8·64	100·0	8,908	0·48	8·64	100·0
1,74,000	0·16	1·60	16·8	16,51,120	1·48	14·9	100·0	16,51,120	1·48	14·9	100·0
—19	..	..	—0·01	2,29,689	1·38	12·4	100·0	2,29,689	1·38	12·4	100·0

at by dividing the total amount by train miles, columns 14, + 15+16 of page 100.

30.—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	General Administration.			Coaching Vehicles.		
	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.
1	2	3	4	5	6	7
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.	
Bengal Nagpur	4,33,941	1·41	6·03	17,11,320	23·9	23·8
Bombay, Baroda and Central India	2,80,115	1·32	4·37	20,54,075	26·1	33·0
Eastern Bengal	2,33,081	1·85	5·70	8,88,285	15·1	21·5
East Indian	9,01,932	0·96	3·89	47,93,705	18·6	20·7
Great Indian Peninsula	7,16,657	1·44	4·73	48,84,733	26·5	31·3
Madras and Southern Mahratta	2,20,787	1·54	6·32	10,30,966	19·2	29·5
Nizam's Guaranteed State	55,140	1·95	10·4	1,45,296	16·7	27·4
North Western	8,19,065	1·43	4·74	27,85,612	11·0	16·1
South Indian	59,439	1·48	4·10	3,87,364	19·2	26·7
3′ 3⅜″ Gauge.						
Assam Bengal	86,036	1·13	12·2	1,91,790	4·64	27·3
Bengal and North-Western	1,10,281	0·67	9·91	4,12,180	5·77	37·0
Bombay, Baroda and Central India	4,21,911	1·62	11·2	14,18,799	13·7	36·8
Burma	2,59,835	1·26	6·54	11,63,989	15·3	29·3
Eastern Bengal	1,80,220	1·53	7·32	6,20,937	11·9	25·2
Jodhpur	87,044	1·84	10·3	2,65,100	15·6	31·3
Madras and Southern Mahratta	1,52,077	0·95	7·75	6,07,386	10·6	30·9
Nizam's Guaranteed State	58,299	2·44	19·4	1,40,431	12·4	46 7
Rohilkund and Kumaon	30,458	1·08	8·52	1,43,262	11·7	40·1
South Indian	1,66,981	1·04	5·75	11,06,304	13·8	38·1
2′ 6″ and 2′ 0″ Gauges						
Bengal-Nagpur	40,407	1·04	8·55	1,94,611	9·94	41·2
Bombay, Baroda and Central India	2,895	1·04	4·34	10,340	7·33	15·6
Eastern Bengal	1,626	1·40	4·45	9,157	9·48	25·1
Jodhpur	..	..	..	206	1·40	10·2
North Western	28,669	2·22	5·60	1,39,922	21·0	27·4
South Indian	4,666	1·60	22·3	4,751	2·28	22·6

Class I Railways for the year 1925-26—contd.

AND WAGON STOCK.

Goods Vehicles.			Equipment and New Minor Works, etc.			Total Ordinary Repairs and Maintenance.		
Amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.	Amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.
8	9	10	11	12	13	14	15	16
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
38,88,633	16·5	54·0	2,25,849	0·74	3·14	58,25,802	19·0	80·9
17,62,207	13·2	27·5	1,37,766	0·65	2·15	39,54,048	18·6	61·7
8,81,660	13·3	21·8	3,13,292	2·49	7·66	20,83,237	16·6	50·9
66,26,896	9·65	28·6	22,17,789	2·33	9·57	1,36,38,390	14·5	58·8
40,26,490	12·6	26·5	—3,04,331	—0·62	—2·00	86,06,892	17·3	56·7
11,04,401	12·3	31·6	2,86,926	2·00	8·21	24,22 293	16·9	69·3
2,19,841	11·2	41·5	—10,427	—0·37	—1·97	3,54,710	12·6	67·0
50,82,936	15·8	29·4	3,79,456	0·66	2·18	82,48,004	14·4	47·7
1,97,549	9·75	13·6	41,831	1·05	2·88	6,27,244	15·6	43·2
2,51,286	6·12	35·8	5,666	0·07	0·81	4,48,742	5·88	63·9
4,24,063	4·55	38·1	1,66,634	1·00	15·0	10,02,877	11·3	90·1
8,89,679	5·70	23·5	1,12,680	0·43	2·98	24,21,158	9·32	64·0
22,24,676	17·1	55·9	3,27,963	1·58	8·24	23,64,061	11·5	59·5
5,36,450	8·19	21·8	76,582	0·65	3·11	12,33,969	10·5	50·1
2,01,771	6·63	23·8	39,501	0·83	4·67	5,06,372	10·9	59·8
4,39,911	4·28	22·4	43,752	0·27	2·27	10,91,049	6·81	55·6
69,898	5·55	23·2	624	0·03	0·21	2,10,953	8·82	70·1
1,32,384	8·24	37·0	12,397	0·24	3·47	2,88,043	10·2	80·6
5,42,581	6·77	18·7	56,390	0·36	1·93	17,05,275	10·6	58·7
1,66,033	8·65	35·1	4,408	0·13	0·93	3,65,052	9·41	77·2
20,395	14·7	30·5	285	0·11	0·43	31,020	11·1	46·5
7,626	39·3	20·9	17	0·02	0·04	16,800	14·5	46·0
1,298	23·4	64·5	1	..	0·05	1,505	7·45	74·8
81,716	13·0	16·0	4,418	0·35	0·86	2,26,056	17·5	44·2
2,364	2·84	11·3	152	0·05	0·73	7,267	2·49	34·7

30.—Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Operating Expenses.			Replacement and to	
	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Pecentage of total expenditure under Abstract C.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.
17	18	19	20	21	22
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.
Bengal-Nagpur	8,82,687	2·88	12·3	70,568	0·23
Bombay, Baroda and Central India	5,66,971	2·67	8·85	16,08,626	7·58
Eastern Bengal	2,97,498	2·37	7·27	14,77,147	11·8
East Indian	23,50,194	2·49	10·1	63,00,000	6·67
Great Indian Peninsula	23,79,913	4·79	15·7	34,67,948	6·97
Madras and Southern Mahratta	2,97,883	2·08	8·52	5,54,465	3·87
Nizam's Guaranteed State	61,363	2·17	11·6	58,350	2·07
North Western	32,81,729	5·72	19·0	49,32,823	8·59
South Indian	1,16,852	2·90	8·05	6,46,749	16·1
3′ 3⅜″ Gauge.					
Assam-Bengal	82,260	1·08	11·7	87,378	1·15
Bengal and North-Western	..	..	..	..	..
Bombay, Baroda and Central India	4,06,504	1·56	10·7	5,34,708	2·06
Burma	1,82,797	0·89	4·60	11,69,770	5·68
Eastern Bengal	1,83,678	1·56	7·46	8,63,353	7·33
Jodhpur	2,20,962	4·66	26·1	41,549	0·88
Madras and Southern Mahratta	1,42,980	0·89	7·29	5,75,624	3·60
Nizam's Guaranteed State	57,131	2·39	19·0	—25,414	—1·07
Rohilkund and Kumaon	38,950	1·37	10·9	..	..
South Indian	3,06,266	0·73	10·5	7,27,535	4·53
2′ 6″ and 2′ 0″ Gauges.					
Bengal-Nagpur	65,134	1·68	13·8	2,429	0·06
Bombay, Baroda and Central India	11,660	4·18	17·5	21,102	7·56
Eastern Bengal	5,676	4·89	15·5	12,455	10·7
Jodhpur	217	1·07	10·8	291	1·44
North Western	1,30,842	10·2	25·6	1,26,177	9·78
South Indian	3,906	3·06	42·6	86	0·03

Class I Railways for the year 1925-26—contd.

AND WAGON STOCK—*concld.*

Renewal returned stock.	Total Maintenance of Carriage and Wagon Stock.			Total Maintenance of Carriage and Wagon Stock —Less value of stores returned to stock.		
Percentage of total expenditure under Abstract C.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of expenditure under Abstract C.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Percentage of expenditure under Abstract C.
23	24	25	26	27	28	29
	Rs.	Rs.		Rs.	Rs.	
0·98	72,12,998	23·5	100·1	72,03,839	23·5	100·0
25·1	64,09,760	30·2	100·0	64,09,760	30·2	100·0
36·1	40,90,963	32·6	100·0	40,90,963	32·6	100·0
27·2	2,31,90,516	24·6	100·0	2,31,90,516	24·6	100·0
22·9	1,51,71,410	30·5	100·0	1,51,71,410	30·5	100·0
15·9	34,95,428	24·4	100·0	34,95,428	24·4	100·0
11·0	5,29,563	18·7	100·0	5,29,563	18·7	100·0
28·5	1,72,81,621	30·1	100·0	1,72,81,621	30·1	100·0
44·6	14,50,284	36·0	100·0	14,50,284	36·0	100·0
12·5	7,04,416	9·24	100·3	7,02,105	9·21	100·0
..	11,13,158	6·76	100·0	11,13,158	6·76	100·0
14·1	37,84,281	14·6	100·0	37,84,281	14·6	100·0
29·4	39,76,463	19·3	100·0	39,76,463	19·3	100·0
35·1	24,61,220	20·9	100·0	24,61,220	20·9	100·0
4·90	8,55,927	18·1	101·1	8,46,956	17·9	100·0
29·4	19,61,730	12·3	100·0	19,61,730	12·3	100·0
—8·44	3,00,969	12·6	100·0	3,00,969	12·6	100·0
..	3,57,451	12·6	100·0	3,57,451	12·6	100·0
25·0	29,06,057	18·1	100·0	29,06,057	18·1	100·0
0·51	4,73,022	12·2	100·0	4,72,946	12·2	100·0
31·7	66,677	23·9	100·0	66,677	23·9	100·0
34·1	36,557	31·5	100·0	36,557	31·5	100·0
14·5	2,013	9·96	100·0	2,013	9·96	100·0
24·6	5,11,744	39·7	100·0	5,11,744	39·7	100·0
0·41	20,925	7·18	100·0	20,925	7·18	100·0

30.—Analysis of operating expenses of

TABLE E.—EXPENSES OF

Railway.	General Administration.			Total ordinary Maintenance and repairs.		
	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Per cent. of total expenditure under Abstract E.
1	2	3	4	5	6	7
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	13,22,043	2·03	14·8	1,15,797	0·18	1·30
Bombay, Baroda and Central India	7,89,353	1·56	8·91	1,17,877	0·23	1·33
Eastern Bengal	7,26,143	2·41	10·8	70,850	0·23	1·05
East Indian	29,78,282	1·67	12·4	3,88,821	0·22	1·62
Great Indian Peninsula	17,50,214	1·36	11·2	2,67,196	0·21	1·71
Madras and Southern Mahratta	3,75,034	1·03	11·6	38,711	0·10	1·20
Nizam's Guaranteed State	1,22,186	1·46	15·0	3,388	0·04	0·42
North Western	18,51,273	1·40	9·76	3,04,619	0·23	1.61
South Indian	1,30,878	0·94	9·82	7,176	0·05	0·53
3′ 3½″ Gauge.						
Assam-Bengal	2,91,115	1·67	14·1	27,735	0·16	1·35
Bengal and North-Western	4,22,824	1·02	16·0	..	..	..
Bombay, Baroda and Central India	5,77,343	0·95	10·1	92,424	0·15	1·61
Burma	6,48,630	1·45	16·5	58,819	0·13	1·50
Eastern Bengal	4,26,745	1·80	13·9	48,379	0·20	1·58
Jodhpur	1,16,741	1·12	13·3	74,271	0·71	8·43
Madras and Southern Mahratta	3,63,589	0·80	12·8	30,234	0.06	1·06
Nizam's Guaranteed State	1,25,221	1·58	16·1	2,821	0·04	0·36
Rohilkund and Kumaon	85,168	1·12	14·5	13,964	0·18	2·38
South Indian	3,66,488	0·83	11·6	19,557	0·05	0·62
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	81,043	0·85	13·8	2,658	0·03	0·45
Bombay Baroda and Central India	7,838	0·60	6·33	3,991	0·31	3·23
Eastern Bengal	4,766	0·73	9·88	346	0·05	0·72
Jodhpur	..	..	..	7	0·01	0·13
North Western	1,02,929	2·01	12·5	16,607	0·32	2·02
South Indian	11,565	1·14	23·5	551	0·05	1·12

Cost per route mile can be arrived at by dividing the

Class I Railways for the year 1925-26—contd.

TRAFFIC DEPARTMENT.

Station Staff.			Train Staff including their mileage and overtime.			Other Staff.		
Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.
8	9	10	11	12	13	14	15	16
Rs.	As.		Rs.	As.		Rs.	As.	
30,70,947	4·73	34·4	10,59,383	1·63	11·9	2,39,690	0·37	2·69
41,78,819	8·23	47·2	9,00,328	1·77	10·2	2,11,625	0·42	2·39
27,12,246	8·99	40·2	5,61,849	1·87	8·32	3,67,842	1·20	5·45
93,58,239	5·28	39·1	31,67,032	1·79	13·2	8,02,015	0·45	3·36
59,29,743	4·61	37·9	24,37,365	1·89	15·5	6,60,135	0·52	4·22
14,92,949	4·09	46·2	4,23,717	1·16	13·1	93,842	0·26	2·90
3,15,356	3·76	38·8	1,23,321	1·47	15·2	26,977	0·33	3·32
99,74,568	7·55	52·6	23,18,043	1·76	12·2	4,21,497	0·32	2·22
4,53,072	3·24	34·0	1,71,174	1·23	12·8	54,502	0·39	4·08
7,27,550	4·18	35·3	1,43,516	0·83	5·96	74,351	0·42	3·61
12,35,762	2·97	46·7	3,20,067	0·77	12·1	..	..	..
26,12,570	4·30	45·6	6,77,502	1·12	11·8	1,82,611	0·30	3·19
18,29,033	4·07	46·6	5,02,620	1·12	12·8	1,66,459	0·37	4·24
11,45,206	4·83	37·4	4,43,310	1·87	14·5	63,155	0·26	2·08
2,65,822	2·54	30·2	77,605	0·74	8·81	37,923	0·36	4·31
12,74,006	2·80	44·8	3,96,420	0·88	13·9	79,962	0·18	2·81
2,89,419	3·67	37·3	85,863	1·09	11·1	30,206	0·38	3·89
2,47,711	3·25	42·3	41,986	0·55	7·17	17,674	0·23	3·01
13,43,334	3·08	33·2	4,33,886	0·99	13·8	1,35,680	0·31	4·30
2,63,794	2·76	44·8	95,954	1·00	16·3	13,498	0·14	2·29
36,222	2·78	29·3	7,081	0·54	5·72	..	..	..
27,061	4·17	56·1	10,199	1·57	21·2	908	0·15	1·89
3,009	2·58	55·0	475	0·41	8·69	..	..	..
4,00,462	7·82	48·7	1,12,428	2·19	13·7	21,451	0·42	2·61
22,147	2·18	44·9	7,983	0·78	16·2	2,927	0·29	5·94

total amount by route miles, column 8 pages 58 to 68.

TABLE E.—EXPENSES OF TRAFFIC

Railway.	Fires, Lights, General Stores, Water for Stations, Sheds and trains and also water for transit.			Clothing.		
	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.
17	18	19	20	21	22	23
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	6,56,750	1·01	7·36	1,67,000	0·26	1·87
Bombay, Baroda and Central India	8,70,839	1·72	9·82	1,18,662	0·23	1·34
Eastern Bengal	5,32,848	1·76	7·88	1,15,716	0·38	1·71
East Indian	23,76,075	1·34	9·92	3,78,375	0·21	1·50
Great Indian Peninsula	14,97,723	1·16	9·56	1,94,677	0·15	1·24
Madras and Southern Mahratta	3,73,973	1·03	11·6	39,974	0·11	1·24
Nizam's Guaranteed State	68,378	0·82	8·41	15,263	0·18	1·88
North Western	11,53,047	0·88	6·08	5,73,393	0·43	3·02
South Indian	1,26,784	0·90	9·50	10,752	0·08	0·81
3′ 3⅜″ Gauge.						
Assam-Bengal	2,24,627	1·29	10·9	14,038	0·08	0·68
Bengal and North-Western	3,45,015	0·83	13·1	63,805	0·15	2·42
Bombay, Baroda and Central India	6,27,932	1·03	11·0	57,141	0·09	1·00
Burma	3,65,081	0·81	9·30	68,096	0·15	1·73
Eastern Bengal	2,17,051	0·92	7·08	45,675	0·19	1·50
Jodhpur	1,10,164	1·06	12·5	22,067	0·21	2·50
Madras and Southern Mahratta	3,03,350	0·67	10·7	47,946	0·11	1·69
Nizam's Guaranteed State	71,251	0·90	9·18	15,331	0·19	1·98
Rohilkund and Kumaon	89,475	1·18	15·8	9,918	0·13	1·69
South Indian	5,82,190	1·33	18·6	33,401	0·08	1·06
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	62,598	0·66	10·6	11,419	0·12	1·94
Bombay, Baroda and Central India	2,490	0·19	2·02	1,274	0·10	1·03
Eastern Bengal	580	0·09	1·20	134	0·02	0·28
Jodhpur	..	..	..	..	..	..
North Western	60,494	1·19	7·36	34,941	0·68	4·25
South Indian	1,275	0·12	2·59	470	0·05	0·95

Cost per route mile can be arrived at by dividing

expenses of Class I Railways for the year 1925-26—contd.

DEPARTMENT—*contd.*

STATIONERY, FORMS AND TICKETS.			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED.			OTHER OPERATING EXPENSES.		
Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.
24	25	26	27	28	29	30	31	32
Rs.	As.		Rs.	As.		Rs.	As.	
1,04,884	0·16	1·17	70,489	0·11	0·79	21,20,909	3·26	23·8
4,29,408	0·85	4·84	2,46,661	0·49	2·78	10,00,200	1·97	11·3
2,48,025	0·82	3·67	1,20,064	0·40	1·78	12,47,528	4·13	18·4
7,01,852	0·40	2·93	11,73,008	0·66	4·90	26,25,979	1·48	11·0
3,88,320	0·30	2·48	3,41,130	0·27	2·18	21,99,640	1·70	14·0
1,06,430	0·29	3·29	40,093	0·11	1·24	2,48,431	0·67	7·68
40,446	0·48	4·98	11,763	0·14	1·45	85,315	1·02	10·5
5,45,492	0·41	2·88	3,89,760	0·30	2·06	14,30,181	1·07	7·55
72,748	0·52	5·45	23,981	0·17	1·80	2,82,964	2·03	21·2
53,137	0·30	2·58	21,841	0·13	1·06	4,85,837	2·79	23·6
1,41,839	0·34	5·36	..	..	..	1,15,892	0·27	4·38
2,23,176	0·37	3·89	1,93,804	0·32	3·38	4,87,266	0·79	8·50
2,02,015	0·45	5·15	30,982	0·07	0·79	1,13,214	0·25	2·89
61,160	0·26	1·99	66,562	0·28	2·12	5,15,955	2·17	16·8
44,322	0·42	5·03	7,760	0·07	0·88	1,69,698	1·63	19·3
1,61,349	0·35	5·67	50,925	0·11	1·79	1,57,362	0·30	4·83
39,528	0·50	5·09	6,456	0·08	0·83	1,10,208	1·40	14·2
34,350	0·45	5·86	15,172	0·20	2·59	30,584	0·40	5·23
1,73,581	0·40	5·52	24,555	0·06	0·78	32,232	0·07	1.02
7,052	0·07	1·20	9,604	0·10	1·63	41,579	0·44	7·06
24,836	1·91	20·1	1,054	0·08	0·85	38,875	2·99	31·4
474	0·07	0·98	110	0·02	0·22	3,142	0·48	6·51
336	0·29	6·14	—4	..	—0·07	1,646	1·41	30·1
6,619	0·13	0·80	11	..	...	66,914	1·30	8·12
2,271	0·22	4·61	...	...	..	111	0·01	0·22

the total amount by route miles, column 8 pages 58 to 68.

TABLE E.—EXPENSES OF TRAFFIC

Railway.	Total Operating Expenses.			Replacement and	
	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.
33	34	35	36	37	38
5′ 6″ Gauge.	Rs.	As.		Rs.	As.
Bengal-Nagpur	74,90,052	11·5	83·9	..	..
Bombay, Baroda and Central India	79,56,542	15·7	89·8	..	..
Eastern Bengal	59,06,118	19·6	87·4	52,452	0·17
East Indian	2,05,82,575	11·6	86·0	..	
Great Indian Peninsula	1,36,48,733	10·6	87·1	..	..
Madras and Southern Mahratta	28,19,409	7·72	87·2	..	..
Nizam's Guaranteed State	6,86,819	8·20	84·5	..	..
North Western	1,68,05,981	12·7	88·6	..	..
South Indian	11,95,977	8·55	89·7	..	..
3′ 3⅜″ Gauge.					
Assam-Bengal	17,44,897	10·0	84·6	..	..
Bengal and North-Western	22,22,380	5·33	84·0	..	..
Bombay, Baroda and Central India	50,62,002	8·32	88·3	..	..
Burma	32,18,681	7·16	82·0	..	..
Eastern Bengal	25,58,074	10·8	83·4	32,587	0·14
Jodhpur	7,23,057	6·91	82·1	407	..
Madras and Southern Mahratta	24,51,320	5·40	86·2	..	..
Nizam's Guaranteed State	6,48,262	8·21	83·5	..	..
Rohilkund and Kumaon	4,86,870	6·39	83·1	..	..
South Indian	27,58,859	6·32	87·8	..	..
2′ 6″ and 2′ ″Gauges.					
Bengal Nagpur	5,05,498	5·29	85·8	..	..
Bombay, Baroda and Central India	1,11,832	8·59	90·4	..	..
Eastern Bengal	42,608	6·57	88·4	499	0·08
Jodhpur	5,462	4·69	99·9	..	..
North Western	7,03,320	13·7	85·5	..	..
South Indian	37,184	3·65	75·4	..	..

Cost per route mile can be arrived at by dividing

expenses of Class I Railways for the year 1925-26—contd.

DEPARTMENT—*concld.*

Renewal.	Total expenditure of Traffic Department.			Total expenses of Traffic Departments —Less value of stores returned to stock.		
Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per total train mile.	Percentage of total expenditure under Abstract E.
39	40	41	42	43	44	45
	Rs.	As.		Rs.	As.	
..	89,27,892	13·7	100·0	89,26,319	13·7	100·0
..	88,63,772	17·5	100·0	88,63,772	17·5	100·0
0·80	67,55,563	22·4	100·0	67,55,563	22·4	100·0
..	2,39,49,678	13·5	100·0	2,39,49,678	13·5	100·0
..	1,56,66,143	12·2	100·0	1,56,66,143	12·2	100·0
..	32,33,154	8·85	100·0	32,33,154	8·85	100·0
..	8,12,393	9·70	100·0	8,12,393	9·70	100·0
..	1,89,61,873	14·3	100·0	1,89,61,873	14·3	100·0
..	13,34,031	9·54	100·0	13,34,031	9·54	100·0
..	20,63,747	11·9	100·1	20,61,934	11·8	100·0
..	26,45,204	6·35	100·0	26,45,204	6·35	100·0
..	57,31,769	9·42	100·0	57,31,769	9·42	100·0
..	39,26,130	8·74	100·0	39,26,130	8·74	100·0
1·06	30,65,785	12·9	100·0	30,65,785	12·9	100·0
0·05	9,14,476	8·74	103·8	8,80,886	8·42	100·0
..	28,45,143	6·26	100·0	28,45,143	6·26	100·0
..	7,76,304	9·83	100·0	7,76,304	9·83	100·0
..	5,86,002	7·69	100·0	5,86,002	7·69	100·0
..	31,44,904	7·20	100·0	31,44,904	7·20	100·0
..	5,89,199	6·17	100·0	5,89,199	6·17	100·0
..	1,23,661	9·50	100·0	1,23,661	9·50	100·0
1·04	48,219	7·43	100·0	48,219	7·43	100·0
..	5,469	4·70	100·0	5,469	4·70	100·0
..	8,22,856	16·1	100·0	8,22,856	16·1	100·0
..	49,300	4·84	100·0	49,300	4·84	100·0

the total amount by route miles, column 8 pages 58 to 68.

30.—Analysis of operating

TABLE F.—EXPENSES OF GENERAL

Railway.	General Administration, Home expenditure.			Agent's office.			Accounts and Audit Department.		
	Total amount.	Per total train mile.	Percentage of total earnings.	Total amount.	Per total train mile.	Percentage of total earnings.	Total amount.	Per total train mile.	Percentage of total earnings.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	2,67,067	0·42	0·34	2,98,225	0·46	0·38	8,15,366	1·26	1·03
Bombay, Baroda and Central India.	1,92,265	0·38	0·26	2,20,081	0·43	0·30	7,54,865	1·49	1·02
Eastern Bengal	2,13,381	0·71	0·54	1,89,779	0·63	0·47	5,25,328	1·74	1·32
East Indian	7,50,336	0·42	0·37	7,82,376	0·44	0·38	18,32,045	1·04	0·92
Great Indian Peninsula	2,10,918	0·16	0·05	4,60,263	0·36	0·30	14,10,397	1·10	0·93
Madras and Southern Mahratta.	1,87,370	0·51	0·38	1,72,881	0·47	0·35	3,87,927	1·06	0·79
Nizam's Guaranteed State	80,866	0·96	0·68	64,072	0·76	0·54	1,61,574	1·93	1·37
North Western	7,63,360	0·57	0·43	6,71,632	0·51	0·39	18,27,745	1·38	1·05
South Indian	79,083	0·57	0·49	59,823	0·43	0·37	1,32,746	0·95	0·82
3′ 3¾″ Gauge.									
Assam-Bengal	1,66,441	0·95	0·92	1,57,331	0·90	0·87	2,41,742	1·39	1·33
Bengal and North-Western	2,25,042	0·54	0·61	1,01,852	0·24	0·27	3,45,620	0·83	0·94
Bombay, Baroda and Central India.	2,67,292	0·44	0·48	1,66,026	0·27	0·29	5,69,460	0·94	1·00
Burma	2,94,860	0·65	0·60	2,34,564	0·52	0·47	4,10,774	0·92	0·83
Eastern Bengal	1,30,606	0·55	0·53	1,16,159	0·49	0·46	3,21,540	1·35	1·29
Jodhpur	48,555	0·46	0·52	75,921	0·72	0·82	1,40,049	1·34	1·52
Madras & Southern Mahratta	2,13,056	0·46	0·60	1,30,332	0·29	0·37	2,75,054	0·61	0·78
Nizam's Guaranteed State	82,953	1·05	1·01	68,684	0·87	0·84	1,73,146	2·19	2·11
Rohilkund and Kumaon	65,519	0·86	0·97	54,811	0·72	0·81	1,23,201	1·62	1·81
South Indian	1,96,923	0·45	0·47	1,54,270	0·35	0·37	3,46,136	0·79	0·82
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	1,07,700	1·13	1·95	19,084	0·20	0·35	44,913	0·47	0·81
Bombay, Baroda and Central India.	2,375	0·18	0·20	7,838	0·60	0·64	22,182	1·71	1·82
Eastern Bengal	1,116	0·17	0·56	991	0·15	0·49	2,744	0·42	1·38
Jodhpur	..	..	..		..	..	360	0 31	0·74
North Western	45	..		1,210	0·02	0·03	2,757	0·05	0·06
South Indian	8,831	0·86	2·49	1,292	0·13	1·26	4,455	0·44	0·36

expenses of Class I Railways for the year 1925-26—contd.

DEPARTMENTS.

Stores Department.			Cash and Pay Department.			Medical Department.			Telegraph.		
Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.
11	12	13	14	15	16	17	18	19	20	21	22
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.	
4,17,356	0·64	0·53	1,12,845	0·17	0·14	3,27,822	0·50	0·42	6,57,502	1·01	0·83
4,43,920	0·87	0·60	1,07,958	0·21	0·15	1,91,355	0·38	0·26	4,83,830	0·95	0·65
3,96,398	1·31	0·99	46,976	0·16	0·12	1,77,791	0·59	0·44	1,33,994	0·44	0·33
7,68,764	0·43	0·38	2,23,558	0·13	0·12	6,35,449	0·35	0·32	8,07,668	0·46	0·40
6,82,527	0·53	0·45	1,88,284	0·15	0·12	5,86,979	0·46	0·39	9,83,786	0·76	0·65
1,80,120	0·49	0·37	57,367	0·16	0·12	1,44,289	0·40	0·30	2,95,181	0·81	0·60
66,856	0·80	0·57	14,821	0·18	0·13	42,874	0·51	0·36	91,747	1·10	0·78
10,79,883	0·81	0·62	1,98,840	0·15	0·11	5,77,990	0·44	0·33	11,17,124	0·85	0·63
75,786	0·54	0·46	15,737	0·11	0·10	42,890	0·30	0·26	72,704	0·52	0·45
80,643	0·46	0·44	30,831	0·18	0·17	1,47,765	0·85	0·81	90,802	0·52	0·50
70,973	0·17	0·19	34,908	0·09	0·09	1,34,065	0·33	0·36	2,88,231	0·69	0·78
2,20,132	0·36	0·39	93,314	0·15	0·16	2,25,125	0·37	0·40	4,84,410	0·80	0·85
1,76,774	0·39	0·36	57,904	0·13	0·12	2,77,404	0·63	0·56	5,00,957	1·11	1·02
1,33,303	0·56	0·54	28,753	0·12	0·12	1,34,298	0·57	0·54	1,70,017	0·72	0·68
64,431	0·62	0·70	14,520	0·14	0·16	14,529	0·14	0·16	43,354	0·41	0·47
1,08,050	0·24	0·30	41,553	0·09	0·12	82,305	0·18	0·23	3,03,181	0·67	0·85
73,456	0·93	0·90	15,887	0·20	0·19	48,816	0·62	0·59	77,884	0·99	0·95
15,113	0·20	0·22	13,066	0·17	0·19	19,356	0·25	0·28	..	.	..
2,03,947	0·47	0·49	39,451	0·09	0·09	1,28,738	0·30	0·31	2,01,065	0·46	0·48
25,058	0·26	0·45	19,148	0·20	0·35	34,949	0·36	0·63	62,701	0·66	1·13
1,960	0·15	0·16	..	..	..	579	0·04	0·05	1,314	0·10	0·11
361	0·06	0·18	246	0·04	0·12	180	0·03	0·09	760	0·12	0·38
..	..	..	24	0·02	0·05	149	0·13	0·30	..	..	..
1,024	0·02	0·03	6	..	..	45,816	0·90	1·03	39,819	0·78	0·89
2,401	0·24	0·68	1,205	0·12	0·34	2,735	0·27	0·77	4,021	0·40	1·13

30.—*Analysis of operating expenses of*

TABLE F.—EXPENSES

Railway.	Police.			Miscellaneous Expenses.		
	Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.
23	24	25	26	27	28	29
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	4,25,050	0·65	0·54	4,22,093	0·65	0·53
Bombay, Baroda and Central India	5,68,623	1·12	0·77	649	..	..
Eastern Bengal	2,46,851	0·82	0·62	81,752	0·27	0·21
East Indian	8,76,077	0·49	0·44	55,091	0·03	0·02
Great Indian Peninsula	4,53,596	0·36	0·31	658	..	..
Madras and Southern Mahratta	2,67,408	0·73	0·55	57,272	0·16	0·12
Nizam's Guaranteed State	80,051	0·96	0·68	477	0·01	0·01
North Western	7,63,599	0·54	0·41	6,05,521	0·46	0·34
South Indian	74,944	0·54	0·46	13,070	0·09	0·08
3′ 3⅜″ Gauge.						
Assam-Bengal	93,361	0·54	0·52	—6,320	—0·04	—0·03
Bengal and North-Western	1,01,992	0·24	0·28	11,985	0·03	0·03
Bombay, Baroda and Central India	5,86,722	0·97	1·04	489	..	0·01
Burma	2,00,000	0·44	0·40	72,611	0·16	0·14
Eastern Bengal	42,342	0·18	0·17	50,038	0·21	0·20
Jodhpur	17,101	0·16	0·18	8,104	0·08	0·09
Madras and Southern Mahratta	1,85,540	0·41	0·52	33,918	0·07	0·10
Nizam's Guaranteed State	1,05,536	1·34	1·29	366	..	..
Rohilkund and Kumaon	31,272	0·41	0·46	19,476	0·26	0·29
South Indian	1,87,817	0·43	0·45	44,746	0·10	0·11
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	12,515	0·13	0·23	..	..	..
Bombay, Baroda and Central India	8,577	0·66	0·70	..	..	..
Eastern Bengal	..	..	..	427	0·06	0·21
Jodhpur	..	..	..	..	..	..
North Western	85,615	1·67	1·91	1,444	0·03	0·03
South Indian	2,885	0·28	0·81	1,277	0·12	0·36

Class I Railways for the year 1925-26—contd.

OF GENERAL DEPARTMENTS—*concld.*

Total General Administration.			Ordinary Repairs and Maintenance.			Total Expenses of General Departments.			Total Expenses of General Department—Less value of Stores returned to Stock.		
Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Percentage of gross earnings.	Total amount.	Per total train mile.	Per centage of gross earnings.
30	31	32	33	34	35	36	37	38	39	40	41
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.	
37,43,326	5·76	4·74	4,71,680	0·73	0·60	42,15,006	6·49	5·34	42,10,341	6·48	5·34
29,63,546	5·83	4·01	2,32,308	0·46	0·32	31,95,854	6·29	4·33	31,95,854	6·29	4·33
20,12,250	6·67	5·04	2,36,685	0·78	0·59	22,48,935	7·45	5·63	22,48,935	7·45	5·63
67,31,364	3·79	3·35	13,73,351	0·78	0·68	81,04,715	4·57	4·03	81,04,715	4·57	4·03
49,82,408	3·88	3·29	11,40,371	0·88	0·75	61,22,779	4·76	4·04	61,22,779	4·76	4·04
17,49,815	4·79	3·58	2,20,897	0·60	0·45	19,70,712	5·39	4·03	19,70,712	5·39	4·03
6,00,731	7·18	5·10	27,756	0·33	0·24	6,28,487	7·51	5·34	6,28,487	7·51	5·34
75,45,694	5·71	4·31	6,41,430	0·49	0·37	81,87,124	6·20	4·68	81,87,124	6·20	4·68
5,66,783	4·05	3·49	56,979	0·40	0·35	6,23,762	4·45	3·84	6,23,762	4·45	3·84
10,02,596	5·75	5·53	69,497	0·40	0·38	10,72,093	6·15	5·91	10,71,972	6·15	5·91
13,14,578	3·16	3·55	..	..	..	13,14,578	3·16	3·55	13,14,578	3·16	3·55
26,12,970	4·30	4·61	2,58,830	0·42	0·46	28,71,800	4·72	5·07	28,71,800	4·72	5·07
20,35,342	4·53	4·11	1,90,506	0·42	0·39	22,25,848	4·95	4·50	22,25,848	4·95	4·50
11,27,056	4·75	4·53	1,23,710	0·52	0·50	12,50,766	5·27	5·03	12,50,766	5·27	5·03
4,26,564	4·07	4·62	68,801	0·66	0·74	4,95,365	4·73	5·36	4,92,251	4·70	5·33
13,72,989	3·02	3·87	2,23,651	0·49	0·63	15,96,640	3·51	4·50	15,96,640	3·51	4·50
6,43,914	8·16	7·85	36,494	0·46	0·44	6,80,408	8·62	8·29	6,80,408	8·62	8·29
3,41,814	4·49	5·03	57,066	0·75	0·84	3,98,880	5·24	5·87	3,98,880	5·24	5·87
15,03,093	3·44	3·59	1,44,665	0·33	0·34	16,47,758	3·77	3·93	16,47,758	3·77	3·93
3,26,068	3·41	5·90	48,757	0·51	0·88	3,74,825	3·92	6·78	3,74,825	3·92	6·78
44,825	3·44	3·68	5,202	0·40	0·43	50,027	3·84	4·11	50,027	3·84	4·11
6,825	1·05	3·41	834	0·13	0·42	7,659	1·18	3·83	7,659	1·18	3·83
533	0·46	1·09	..	..	..	533	0·46	1·09	533	0·46	1·09
1,77,736	3·47	3·98	50,974	1·00	1·14	2,28,710	4·47	5·12	2,28,710	4·47	5·12
29,102	2·86	8·20	5,199	0·51	1·46	34,301	3·37	9·66	34,301	3·37	9·66

30.—*Analysis of operating expenses of*

TABLE G.—

Railway.	Law Charges.			Rates. and
	Total amount.	Cost per train mile.	Percentage of total earnings.	Total amount.
1	2	3	4	5
5′ 6″ Gauge.	Rs.	Rs.		Rs.
Bengal-Nagpur	25,729	..	0·03	1,70,038
Bombay, Baroda and Central India	43,986	0·01	0·06	1,83,561
Eastern Bengal	33,768	0·01	0·08	3,78,249
East Indian	—22,292	..	—0·01	4,32,990
Great Indian Peninsula	1,10,142	0·01	0·07	4,33,732
Madras and Southern Mahratta	30,539	0·01	0·06	1,84,160
Nizam's Guaranteed State	921	..	0·01	1,303
North Western	33,223	..	0·02	36,125
South Indian	3,865	..	0·02	12,261
3′ 3¾″ Gauge.				
Assam-Bengal	12,084	0·01	0·07	29,528
Bengal and North-Western	11,047	..	0·03	17,771
Bombay, Baroda and Central India	33,184	0·01	0·06	1,38,475
Burma	18,656	..	0·04	2,06,146
Eastern Bengal	21,018	0·01	0·08	61,156
Jodhpur	891	..	0·01	..
Madras and Southern Mahratta	2,073	..	0·01	28,647
Nizam's Guaranteed State	790	..	0·01	1 365
Rohilkund and Kumaon	1,520	..	0·02	512
South Indian	7,403	..	0·02	1,94,892
2′ 6″ and 2′ 0″ Gauges.				
Bengal Nagpur	..	..	..	4,512
Bombay, Baroda and Central India	4	..	..	636
Eastern Bengal	170	..	0·08	..
Jodhpur	..	..	..	..
North Western	166	..	..	7,649
South Indian	26	..	0·01	359

Class I Railways for the year 1925-26—contd.

MISCELLANEOUS EXPENSES.

Taxes.		Compensation other than those included in E. 111,10.			Other Expenses.		
Cost per train mile.	Percentage of total earnings.	Total amount.	Cost per train mile.	Percentage of total earnings.	Total amount.	Cost per train mile.	Percentage of total earnings.
6	7	8	9	10	11	12	13
Rs.		Rs.	Rs.		Rs.	Rs.	
0·02	0·22	109	..	..	27,59,099	0·26	3·49
0·02	0·25	30,169	..	0·04	19,01,069	0·24	2·57
0·08	0·94	15,098	..	0·03	13,67,313	0·28	3·40
0·02	0·22	2,119	..	..	58,92,336	0·20	2·93
0·02	0·29	76,345	..	0·05	52,55,766	0·26	3·47
0·03	0·38	6,643	..	0·01	11,52,599	0·19	2·36
..	0·01	..	..	..	3,11,794	0·01	2·64
..	0·02	2,24,944	0·01	0·13	48,66,451	0·24	2·78
0·01	0·08	30	..	..	3,43,139	0·16	2·12
0·01	0·16	2,679	...	..	4,65,934	0·16	2·57
..	0·05	*97,452	0·01	0·26	5,14,212	0·08	1·39
0·02	0·24	22,759	..	0·04	15,12,509	0·15	2·67
0·03	0·42	23,544	..	0·05	11,59,236	0·16	2·34
0·02	0·25	9,397	..	0·04	6,70,159	0·17	2·69
..	..	635	..	0·01	1,72,823	0·11	1·87
0·01	0·08	2,334	..	..	8,87,011	0·12	2·50
..	0·02	..	..	..	2,12,691	0·01	2·59
..	0·01	10	..	..	94,634	0·08	1·39
0·03	0·47	4,631	..	0·01	8,89,589	0·13	2·13
..	0·08	..	..	..	87,081	0·06	1·58
..	..	75	..	..	9,721	0·05	0·81
..	..	76	..	0·03	4,325	0·04	2·15
..	..	..	..	..	427	0·02	0·87
0·01	0·17	21	..	..	73,613	0·09	1·66
..	0·10	..	..	..	9,066	0·05	2·56

* Includes figures for goods lost or damaged.

30.—Analysis of operating expenses of Class I Railways for the

TABLE G.—MISCELLANEOUS

Railways.	Total General Administration.			Operation
	Total amount.	Cost per train mile.	Percentage of total earnings.	Total amount.
14	15	16	17	18
5′ 6″ Gauge.	Rs.	Rs.		Rs.
Bengal Nagpur	29,55,175	0·28	3·74	4,88,225
Bombay, Baroda and Central India	21,58,785	0·27	2·92	—5,942
Eastern Bengal	17,94,428	0·37	4·45	2,30,011
East Indian	64,29,505	0·22	3·20	30,42,460
Great Indian Peninsula	58,57,985	0·29	3·88	4,31,251
Madras and Southern Mahratta	13,73,941	0·23	2·81	3,60,738
Nizam's Guaranteed State	3,14,018	0·01	2·66	6,991
North Western	51,60,743	0·25	2·95	15,07,578
South Indian	3,59,295	0·16	2·21	57,774
3′ 3⅜″ Gauge.				
Assam Bengal	5,10,225	0·18	2·81	78,278
Bengal and North-Western	6,40,482	0·09	1·73	..
Bombay, Baroda and Central India	17,06,927	0·18	3·01	15,293
Burma	12,90,711	0·18	2·61	1,16,881
Eastern Bengal	7,61,730	0·20	3·06	10,066
Jodhpur	1,74,349	0·11	1·89	2,06,261
Madras and Southern Mahratta	9,20,065	0·13	2·59	33,951
Nizam's Guaranteed State	2,14,846	0·01	2·62	8,515
Rohilkund and Kumaon	96,676	0·08	1·42	6,473
South Indian	10,96,515	0·16	2·62	4,65,606
2′ 6″ and 2′ 0″ Gauges.				
Bengal-Nagpur	91,593	0·06	1·66	..
Bombay, Baroda and Central India	10,436	0·05	0·86	..
Eastern Bengal	4,571	0·04	2·26	345
Jodhpur	427	0·02	0·87	..
North Western	81,449	0·10	1·83	13,944
South Indian	9,451	0·06	2·66	672

year 1925-26—concld.

EXPENSES—*concld.*

Expenses.		Total Miscellaneous Expenses.			Total Miscellaneous Expenses—less value of stores returned to stock.		
Cost per train mile.	Percentage of total earnings.	Total amount.	Cost per train mile.	Percentage of total earnings	Total amount.	Cost per train mile.	Percentage of total earnings.
19	20	21	22	23	24	25	26
Rs.		Rs.	Rs.		Rs.	Rs.	
0·05	0·62	34,43,400	0·33	4·36	34,42,593	0·33	4·36
..	—0·01	21,52,843	0·27	2·91	21,52,843	0·27	2·91
0·05	0·56	20,24,439	0·42	5·01	20,24,439	0·42	5·01
0·11	1·52	94,71,965	0·33	4·72	94,71,965	0·33	4·72
0·02	0·28	63,07,236	0·31	4·16	63,07,236	0·31	4·16
0·06	0·74	17,34,679	0·29	3·55	17,34,679	0·29	3·55
..	0·06	8,38,994	0·04	7·12	8,38,994	0·04	7·12
0·07	0·86	66,68,321	0·32	3·81	66,68,321	0·32	3·81
0·02	0·35	4,17,069	0·19	2·56	4,17,069	0·19	2·56
0·03	0·43	5,88,503	0·21	3·24	5,88,479	0·21	3·24
..	..	6,40,482	0·09	1·73	6,40,482	0·09	1·73
..	0·03	17,22,220	0·18	3·04	17,22,220	0·18	3·04
0·01	0·24	14,07,592	0·19	2·85	14,07,592	0·19	2·85
..	0·04	7,71,796	0·20	3·10	7,71,796	0·20	3·10
0·12	2·23	3,80,610	0·23	4·12	3,80,588	0·23	4·12
..	0·10	9,54,016	0·13	2·69	9,54,016	0·13	2·69
..	0·10	4,05,487	0·02	4·94	4,05,487	0·02	4·94
0·01	0·10	1,03,149	0·08	1·52	1,03,149	0·08	1·52
0·07	1·11	15,62,121	0·23	3·73	15,62,121	0·23	3·73
..	..	91,593	0·06	1·66	91,593	0·06	1·66
..	..	10,436	0·05	0·86	10,436	0·05	0·86
..	0·16	4,916	0·04	2·42	4,916	0·04	2·42
..	..	427	0·02	0·87	427	0·02	0·87
0·02	0·31	95,393	0·12	2·14	59,393	0·12	2·14
..	0·19	10,123	0·06	2·85	10,123	0·06	2·85

31.—*Statement of Oil Consumption on Class I Railways during the years 1924-25 and 1926.*

Railway.	Year.	Lubricating oil used on engines.‡ Total pints (Passenger and mixed services).	Total pints (Goods services).	Pints per 100 engine miles (Passenger and mixed services).	Pints per 100 engine miles (Goods services).	Lubricating oil used on Coaching, Goods, and Departmental Vehicles. Total pints.	Pints per 1,000 vehicle miles.
1	2	3	4	5	6	7	8
5′ 6″ Gauge.							
Bengal-Nagpur	*1924-25*	*299,201*	*469,311*	*6·81*	*6·54*	*2,128,032*	*7·09*
	1925-26	298,122	442,373	6·51	6·13	1,105,342	3·50
Bombay, Baroda and Central India	*1924-25*	*498,998*	*216,549*	*8·74*	*7·99*	*638,586*	*2·87*
	1925-26	510,038	215,344	8·83	8·38	589,579	2·64
Eastern Bengal	*1924-25*	*318,155*	*116,378*	*9·35*	*9·21*	*432,798*	*3·37*
	1925-26	331,580	123,637	9·44	9·19	379,021	2·97
East Indian	*1924-25*	*859,168*	*1,317,184*	*7·84*	*8·64*	*2,127,280*	*2·47*
	1925-26	1,195,629	1,374,352	8·23	8·66	3,742,589	3·87
Great Indian Peninsula	*1924-25*	*1,087,707*	*1,028,808*	*9·21*	*10·30*	*1,088,059*	*2·14*
	1925-26	1,134,118	939,073	9·18	10·1	1,403,866	2·68
Madras and Southern Mahratta	*1924-25*	*330,570*	*222,390*	*9·10*	*9·41*	*222,137*	*1·51*
	1925-26	346,943	210,275	8·95	9·07	269,333	1·80
Nizam's Guaranteed State	*1924-25*	*64,414*	*43,406*	*7·68*	*7·42*	*44,708*	*1·57*
	1925-26	67,208	49,033	8·34	8·25	36,543	1·25
North-Western	*1924-25*	*1,274,564*	*1,085,876*	*9·78*	*12·10*	*983,814*	*1·51*
	1925-26	1,473,170	959,497	9·98	12·2	1,059,535	1·80
Oudh and Rohilkhand	*1924-25*	*276,351*	*136,346*	*8·21*	*7·08*	*289,398*	*1·82*
	1925-26	†	†	†	†	†	†
South Indian	*1924-25*	*145,880*	*57,761*	*9·51*	*9·92*	*88,701*	*2·28*
	1925-26	151,268	67,311	9·14	8·98	74,949	1·76
Total	*1924-25*	*5,155,008*	*4,694,009*	*8·62*	*8·86*	*8,043,513*	*2·66*
	1925-26	5,508,076	4,380,895	8·73	9·00	8,660,757	2·92
3′ 3⅜″ Gauge.							
Assam-Bengal	*1924-25*	*128,562*	*33,288*	*5·92*	*6·53*	*117,621*	*1·65*
	1925-26	122,655	36,756	5·25	6·06	91,494	1·19
Bengal and North-Western	*1924-25*	*243,747*	*67,160*	*4·94*	*4·86*	*225,182*	*1·29*
	1925-26	274,957	74,754	5·19	5·00	250,038	1·44
Bombay, Baroda and Central India	*1924-25*	*412,312*	*302,015*	*6·87*	*7·12*	*475,928*	*1·67*
	1925-26	427,331	256,859	6·85	6·88	490,454	1·81
Burma	*1924-25*	*260,175*	*136,437*	*6·06*	*6·43*	*207,882*	*1·06*
	1925-26	270,687	154,918	6·06	6·36	209,276	1·00
Eastern Bengal	*1924-25*	*149,612*	*63,911*	*6·38*	*6·26*	*154,183*	*1·27*
	1925-26	162,665	79,552	6·47	6·47	150,729	1·24
Jodhpur	*1924-25*	*47,702*	*39,052*	*7·47*	*9·00*	*27,333*	*0·85*
	1925-26	86,268	37,523	6·62	8·45	64,388	1·31
Madras and Southern Mahratta	*1924-25*	*273,233*	*207,672*	*6·56*	*6·53*	*206,864*	*1·26*
	1925-26	277,129	224,909	6·40	6·71	196,189	1·14
Nizam's Guaranteed State	*1924-25*	*67,306*	*26,260*	*6·30*	*7·70*	*27,497*	*0·99*
	1925-26	69,831	25,092	6·93	8·49	30,670	1·26
Rohilkund and Kumaon	*1924-25*	*46,347*	*5,731*	*4·71*	*3·99*	*93,070*	*3·16*
	1925-26	42,816	5,630	4·17	4·35	56,879	1·92
South Indian	*1924-25*	*283,731*	*124,659*	*6·38*	*6·95*	*216,185*	*1·34*
	1925-96	276,543	121,624	5·66	5·99	198,030	1·20
Total	*1924-25*	*1,917,777*	*1,006,185*	*6·15*	*6·54*	*1,751,745*	*1·45*
	1925-26	2,010,882	1,017,617	5·96	6·48	1,738,147	1·35
2′ 6″ and 2′ 0″ Gauge.		Total Pints (all Engines)*		Pints per 100 Engine miles (all Engines)			
Bengal-Nagpur	*1924-25*	*82,877*		*4·13*			
	1925-26	84,385		4·20			
Bombay, Baroda and Central India	*1924-25*	*14,896*		*6·88*			
	1925-26	17,096		7·48			
Eastern Bengal	*1924-25*	*12,730*		*9·58*			
	1995-26	10,214		9·19			
Great Indian Peninsula	*1924-25*	*33,381*		*8·91*			
	1925-26	30,014		8·55			
Jodhpur	*1924-25*	*582*		*6·16*			
	1925-26	1,149		6·14			
North Western	*1924-25*	*119,088*		*10·20*			
	1925-26	117,743		10·8			
South Indian	*1924-25*	*8,255*		*5·02*			
	1925-26	7,868		4·73			
Total	*1924-25*	*271,809*		*7·27*			
	1925-26	268,469		6·73			

*Includes 'Departmental' figures.
†Included in E. I. Ry. figures.
‡Excluding shunting, siding and Departmental.

32.—Statement of Electric Train Statistics of the Great Indian Peninsula Railway for the year 1925-26.

Physical Statistics.	
1. Section electrified—(1) Victoria Terminus to Kurla, (2) Rasli Junction Mahim (Mahim Chord).	
2. Date of first opening for public service	4-2-25
3. *Mileage equipped for electric service on 31st March 1926—*	
3·01 Route miles	9·75
3·02 Track miles	19·72
4. No. of sub-power stations on 31st March 1926	2
5. No. of electric railway stations on 31st March 1926.	11
6. Mileage of transmission cable on 31st March 1926.	17·19

Operating Statistics.	
7. *Average No. on the line—*	
7·01 Motor coaches	10
7·02 Trailers	30
7·03 Train units*	10
8. *Average No. in use daily—*	
8·01 Motor coaches	6
8·02 Trailers	18
8·03 Train units*	6
9. Total passenger train miles	269,519
10. Total vehicle miles	2,459,896
11. Train hours	14,483·0
12. Other hours	6,411·0
13. Total hours	20,894·0

Operating Statistics—(*concld.*)	
14. *No. of passengers carried—*	
14·01 First class	15,564
14·02 Second class	278,605
14·03 Third class	4,550,072
14·04 Total	4,844,241
15. *Passenger miles—*	
15·01 First class	74,929
15·02 Second class	1,376,216
15·03 Third class	18,519,192
15·04 Total	19,970,337
16. *Cost of and earnings from electric train working.—*	
16·01 Earnings per passenger mile Pies	3·05
† 16·02 Cost per passenger mile „	8·12
16·03 Earnings per train mile Rs.	1·18
† 16·04 Cost per train mile „	3·12
17. *Average speed—*	
17·01 Train miles per train hour	18·6
17·02 Train miles per total hour	12·9
18. *Train unit* miles per day per train unit—*	
18·01 In use	140·9
18·02 On the line	84·5
19. Total power for traction and train lighting in Kilo-watt hours.	5,781,436
20. Kilo-watt hours per train unit* mile	18·7
21. Watt hours per gross ton mile	94·3
22. *Lubricating oil used—*	
22·01 Total pints	52,943
22·02 Pints per 1,000 train unit* miles	171·6
22·03 Pints per 100,000 gross ton miles	86·4

* A "train unit" is a motor coach and three trailers.

† The figures of working expenses under abstract C (a)—Electric Service Department have been taken for these items.

33.—*Statement of Equipment of Class II and III Railways on the 31st March 1926.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	COACHING STOCK (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS STOCK. (excluding vehicles used exclusively on railway service.)			RAILWAY SERVICE VEHICLES.	
				PASSENGER VEHICLES.					Other coaching vehicles.	Total.	Covered and open Wagons.	Other vehicles.	Total.	Coaching (including officers' carriages.)	Goods (including inspection trolleys.
				Number.	Seats by classes.										
					1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CLASS II RAILWAYS.															
3' 3⅜" Gauge.															
Bengal Dooars	16	..	..	52	118	102	294	2,142	7	59	436	16	452	5	9
Bhavnagar State	27	..	..	112	167	347	..	3,811	30	142	558	32	590	6	9
Bikaner State	57	..	..	114	186	246	251	5,278	61	175	1,042	..	1,042	10	4
Dibru-Sadiya	26	..	..	41	179	134	223	1,444	9	50	1,484	119	1,603	5	..
Gondal	23	..	..	87	136	329	..	2,259	13	100	292	14	306	4	1
Jamnagar and Dwarka (a)	17	..	..	51	66	88	..	2,043	7	58	163	..	163	3	2
Junagad State	18	..	..	73	126	312	..	2,403	5	78	289	14	303	5	11
Morvi	18	..	..	79	83	248	..	2,572	20	99	206	2	208	2	..
Mysore	28	..	..	108	110	204	131	3,546	21	129	377	6	383	9	5
Total	230	..	..	717	1,171	2,010	899	25,498	173	890	4,847	203	5,050	49	41
2' 6" Gauge.															
Barsi Light	16	..	..	48	80	152	..	2,234	1	48	200	3	203	1	4
Gaekwar's Baroda State	38	..	..	124	74	116	..	5,534	..	124	668	27	695	8	..
Shahdara (Delhi) Saharanpur Light. (a)	10	..	..	51	39	18	84	1,251	1	52	225	4	229	1	1
Total	64	..	..	223	193	286	84	9,019	2	224	1,093	34	1,127	10	5
2' 0" Gauge.															
Darjeeling-Himalayan	33	..	..	114	308	330	..	1,899	27	141	479	..	479	..	..
Gwalior Light (a)	25	..	..	70	44	91	..	1,534	32	102	334	6	340	4	6
Howrah-Amta Light (a)	19	..	..	126	54	..	296	2,458	11	137	76	..	76	2	1
Total	77	..	..	310	406	421	296	5,891	70	380	889	6	895	6	7
CLASS III RAILWAYS.															
3' 3⅜" Gauge.															
Aden	6	1	..	8	16	18	..	308	..	8	51	29	80	..	..
Porbandar State	8	..	..	18	32	85	..	358	4	22	326	8	334	1	1
Udaipur-Chitorgarh	6	..	..	35	34	54	40	863	9	44	51	..	51	1	..
Total	20	1	..	61	82	157	40	1,529	13	74	428	37	465	2	1
2' 6" Gauge.															
Ahmadpur-Katwa	4	..	..	19	18	18	64	448	..	19	22	4	26	..	..
Arakan Light	3	..	..	10	24	..	..	320	..	10	8	..	8	..	..
Arrah-Sasaram Light	6	..	..	24	12	..	72	496	4	28	49	..	49	1	..
Bangalore-Chick Ballapur Light. *	10	..	..	21	24	62	..	870	..	21	85	2	87	2	2
Bankura-Damoodar River	6	..	..	27	24	24	112	616	..	27	72	6	78	..	1
Baraset-Basirhat Light	8	..	..	47	44	..	120	1,197	3	50	51	..	51	1	1
Carried over	37	..	..	148	146	104	368	3,947	7	155	287	12	299	4	4

* Includes Kolar District Railway.

(a) Shown under Class III in the Report by the Railway Board on Indian Railways for 1924-25.

33.—*Statement of Equipment of Class II and III Railways on the 31st March 1926*—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	COACHING STOCK (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE)							GOODS STOCK (excluding vehicles used exclusively on railway service.)			RAILWAY SERVICE VEHICLES.	
				PASSENGER VEHICLES.					Other coaching vehicles.	Total.	Covered and open Wagons.	Other vehicles.	Total.	Coaching (including officer, carriages).	Goods (including Inspection trollies).
				No.	Seats by classes.										
					1st	2nd	Inter.	3rd							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Brought forward .	37	..	..	148	146	104	368	3,947	7	155	287	12	299	4	4
CLASS III RAILWAYS—*concld.*															
2' 6" Gauge.															
Bengal Provincial . .	8	..	..	28	20	20	82	614	2	30	62	..	62	1	2
Bukhtiarpur-Bihar Light .	5	..	..	22	18	12	24	528	3	25	68	..	68	1	1
Burdwan-Katwa . .	4	..	..	22	18	18	96	512	..	22	36	4	40	..	1
Cutch State . . .	3	..	..	8	..	60	..	148	..	8	32	1	33	..	1
Dehri-Rohtas Light .	5	..	..	6	20	..	12	158	..	6	128	4	132	1	4
Dholpur-Bari . . .	6	..	..	8	..	18	..	400	..	8	78	3	81	..	1
Futwah-Islampur . .	3	..	..	7	6	..	78	314	..	7	18	..	18	..	..
Jessore-Jhenidah . .	9	..	..	19	18	22	88	408	2	21	34	1	35	..	..
Kalighat-Falta . . .	7	..	..	38	30	34	112	1,080	..	38	45	8	53	..	..
Tezpore-Balipara Light .	3	..	..	16	24	..	60	520	3	19	88	..	88	..	..
Total .	90	..	..	322	300	288	920	8,629	17	339	876	33	909	7	14
2' 0" Gauge.															
Howrah-Sheakhala Light .	3	..	..	32	26	..	75	608	1	33	13	..	13	..	..
Jagadhri Light . .	2	..	..	4	6	..	11	84	1	5	7	..	7	..	..
Jorhat (Provincial) . .	10	1	..	24	54	54	121	488	5	29	103	5	108	2	1
Kulasekarapatnam Light .	*6	..	..	19	..	..	..	456	..	19	40	..	40	..	2
Tarikere Narasimharajapura Light.	6	..	..	4	..	16	..	96	..	4	46	2	48	..	..
Trivellore Light . .	3	..	..	15	..	..	..	84	..	15	4	1	5	..	2
Total ..	30	1	..	98	86	70	207	1,816	7	105	213	8	221	2	5

* Comprises 1 steam and 5 motor locomotives.

34.—*Statement of Net Additions to Equipment of Class II and III Railways during the year 1925-26.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Coaching Stock. (excluding vehicles used exclusively on Railway service).					Goods Stock. (excluding vehicles used exclusively on Railway service).		Remarks.
				No.	*Seats by classes.*						
					1st.	2nd.	Inter.	3rd.	Covered and open wagons.	Other vehicles.	
1	2	3	4	5	6	7	8	9	10	11	12
Class II Railways.											
3′ 3⅜″ Gauge.											
Bengal Dooars	..	..	..	1	..	..	..	112	—16	16	
Bhavnagar State	..	..	..	4	..	..	..	400	..	—1	
Bikaner State	5	..	..	..	24	—27	—78	113	8	..	
Dibru-Sadiya	..	..	..	..	—12	—10	—16	126	138	—55	
Gondal	3	..	..	1	16	26	..	62	..	2	
Jamnagar and Dwarka (*a*)	3	..	..	8	..	..	..	720	38	..	
Junagad State	..	..	..	2	..	..	..	72	—1	..	
Morvi	..	..	..	16	14	56	..	442	—4	..	
Mysore	1	..	..	—1	..	—4	—29	—93	—1	..	
Total	12	..	..	31	42	41	—123	1,954	162	—38	
2′ 6″ Gauge.											
Barsi Light	..	..	..	..	..	..	..	..	..	..	
Gaekwar's Baroda State	6	..	..	—2	—10	..	..	—4	..	1	
Shahdara (Delhi)-Saharanpur Light (*a*)	..	..	..	10	12	18	18	381	20	..	
Total	6	..	..	8	2	18	18	377	20	1	
2′ 0″ Gauge.											
Darjeeling-Himalayan	4	..	..	..	..	..	..	—16	13	..	
Gwalior Light (*a*)	..	..	..	2	—4	8	..	—200	—39	5	
Howrah-Amta Light (*a*)	1	..	..	..	..	..	..	..	..	..	
Total	5	..	..	2	—4	8	..	—216	—26	5	
Class III Railways.											
3′ 3⅜″ Gauge.											
Aden	..	1	..	..	..	..	..	..	..	..	
Porbandar	..	..	..	1	6	9	..	6	..	..	
Udaipur-Chitorgarh	..	..	..	..	..	..	..	8	..	..	
Total	..	1	..	1	6	9	..	14	..	..	
2′ 6″ Gauge.											
Ahmadpur-Katwa	..	..	..	..	..	..	..	..	..	..	
Arrah Light	..	..	..	..	..	..	..	..	..	..	
Arrah-Sasaram Light	..	..	..	..	..	..	..	—24	..	..	
Bangalore-Chik Ballapur Light*	..	..	..	..	..	1	..	..	..	..	
Bankura-Damoodar River	..	..	..	..	..	..	..	..	..	..	
Baraset Basirhat Light	..	..	..	1	..	..	..	112	4	..	
Bengal Provincial	..	..	..	..	..	..	..	..	..	..	
Bukhtiarpur-Bihar Light	..	..	..	3	..	..	..	224	..	..	
Burdwan-Katwa	..	..	..	..	..	..	..	..	..	..	
Cutch State	..	..	..	1	..	12	..	—11	..	—1	
Dehri-Rohtas Light	..	..	..	..	..	..	..	..	..	..	
Dholpur-Bari	..	..	..	..	..	..	..	..	70	—70	
Futwah-Islampur	..	..	..	..	..	..	..	—24	4	..	
Jessore-Jhenidah	2	..	..	..	..	..	..	..	..	1	
Kalighat-Falta	2	..	..	..	..	..	..	..	..	..	
Tezpore-Balipara	—2	..	..	1	..	..	..	40	—2	..	
Total	2	..	..	6	..	13	..	317	76	—70	
2′ 0″ Gauge.											
Howrah-Sheakhala Light	..	..	..	..	..	..	..	..	..	..	
Jagadhri Light	..	..	..	—1	4	..	8	72	..	..	
Jorhat (Provincial)	2	1	..	—1	6	22	35	—108	..	..	
Kulasekarapatnam Light	5	..	..	..	..	..	..	..	..	..	
Tarikere Narasimharajapura Light	..	..	..	..	..	..	..	..	..	..	
Trivellore Light	..	..	..	..	..	..	..	..	..	..	
Total	7	1	..	—2	10	22	43	—36	..	..	

* Includes Kolar District Railway.

(*a*) Shown under Class III in the Report by the Railway Board on Indian Railways for 1924-25.

NO. 35.—STATEMENT OF PASSENGER AND GOODS REVENUE STATISTICS AND EARNINGS OF CLASS II AND III RAILWAYS FOR THE YEARS 1924-25 AND 1925-26.

No. 35.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passengers originating on home line, whether local or foreign (in hundreds).					Other traffic.	Number of passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1924-25*	*3*	*3,4*	..	*1,012,1*	*1,015,8*	*213,9*	*3*	*4,1*	*Nil.*	*1,225,3*	*1,229,7*
		1925-26	2	3,1	..	962,2	965,5	178,2	3	3,8	..	1,139,6	1,143,7
Bengal Doors	3′ 3⅜″	*1924-25*	*2,2*	*2,9*	*27,7*	*1,182,1*	*1,214,9*	*58,7*	*2,5*	*3,2*	*28,9*	*1,239,0*	*1,273,6*
		1925-26	2,5	3,2	37,2	1,234,9	1,277,8	60,4	2,8	3,5	38,6	1,293,3	1,338,2
Bhavnagar State	3′ 3⅜″	*1924-25*	*1,5*	*28,3*	..	*2,688,4*	*2,718,2*	*399,9*	*2,3*	*36,5*	..	*3,979,3*	*3,118,1*
		1925-26	1,3	24,2	..	2,731,8	2,757,4	448,2	1,9	32,3	..	3,171,4	3,205,6
Bikaner State	3′ 3⅜″	*1924-25*	*4*	*4,0*	*12,6*	*532,8*	*549,3*	*1,351,9*	*1,9*	*11,2*	*40,0*	*1,848,6*	*1,901,7*
		1925-26	1,1	5,7	19,8	1,595,6	1,622,2	188,6	1,6	7,8	22,8	1,778,6	1,810,8
Darjeeling Himalayan	2′0″	*1924-25*	*4,9*	*23,3*	..	*555,3*	*583,5*	*26,3*	*7,3*	*29,3*	..	*573,2*	*609,8*
		1925-26	4,1	20,4	..	596,2	620,7	25,1	6,7	26,5	..	612,6	645,8
Dibru Sadiya	3′ 3⅜″	*1924-25*	*4,4*	*7,8*	*8,6*	*807,6*	*828,4*	*78,8*	*4,9*	*7,8*	*10,1*	*884,4*	*907,2*
		1925-26	4,7	9,2	10,4	944,8	969,1	71,5	5,4	10,1	12,3	1,012,8	1,040,6
Gaekwar's Baroda State	2′ 6″	*1924-25*	*9*	*14,5*	..	*4,314,4*	*4,329,8*	*408,1*	*1,0*	*16,3*	..	*4,720,6*	*4,737,9*
		1925-26	1,1	17,0	..	4,682,7	4,700,8	422,9	1,4	18,9	..	5,103,4	5,123,7
Gondal	3′ 3⅜″	*1924-25*	*1,2*	*32,4*	..	*1,704,6*	*1,738,2*	*983,2*	*2,8*	*58,0*	..	*2,660,6*	*2,721,4*
		1925-26	1,0	28,3	..	1,729,3	1,758,6	994,5	2,4	51,5	..	2,699,2	2,753,1
Gwalior Light‡	2′ 6″	*1924-25*	*1,0*	*6,5*	..	*491,4*	*498,9*	..	*1,0*	*6,5*	..	*491,4*	*498,9*
		1925-26	4	5,8	..	555,3	561,5	4	4	5,8	..	555,7	561,9
Howrah-Amta Light‡	2′ 0″	*1924-25*	*5,2*	..	*95,8*	*2,827,6*	*2,928,6*	..	*5,2*	..	*95,8*	*2,827,6*	*2,928,6*
		1925-26	4,9	..	89,0	2,878,7	2,972,6	..	4,9	..	89,0	2,878,7	2,972,6
Jamnagar and Dwarka‡	3′ 3⅜″	*1924-25*	*1,1*	*10,8*	..	*730,4*	*742,3*	*95,3*	*1,4*	*13,6*	..	*822,6*	*837,6*
		1925-26	8	8,9	..	694,4	704,1	95,9	1,0	11,4	..	787,6	800,0
Junagad State	3′ 3⅜″	*1924-25*	*1,4*	*31,5*	..	*1,450,3*	*1,483,2*	*287,1*	*1,9*	*39,5*	..	*1,728,9*	*1,770,3*
		1925-26	1,3	30,9	..	1,577,2	1,609,4	288,6	1,7	37,8	..	1,858,5	1,898,0
Morvi	3′ 3⅜″	*1924-25*	*1,3*	*11,9*	..	*609,0*	*622,2*	*348,1*	*2,8*	*23,9*	..	*943,6*	*970,3*
		1925-26	9	10,8	..	625,6	637,3	346,4	2,0	21,5	..	960,2	983,7
Mysore	3′ 3⅜″	*1924-25*	*2,9**	*41,5**	*26,6**	*3,747,2**	*3,818,2**	*138,7**	*3,1*	*37,4*	*26,7*	*2,929,5*	*2,996,7*
		1925-26	2,5	28,9	36,4	2,894,0	2,961,8	95,7	2,9	30,6	36,6	2,987,4	3,057,5
Saharanpur (Delhi)-Saharanpur Light‡	2′ 6″	*1924-25*	*8*	..	*17,3*	*1,155,3*	*1,173,9*	*10,5*	*9*	..	*18,3*	*1,165,2*	*1,184,4*
		1925-26	7	3	17,8	1,182,8	1,201,6	..	7	3	17,8	1,182,8	1,201,6
Total Class II Railways.		*1924-25*	*29,5*	*218,8*	*189,1*	*23,808,5*	*24,245,9*	*4,400,5‖*	*39,3‖*	*287,3‖*	*219,8‖*	*27,139,8‖*	*27,686,2‖*
		1925-26	27,5	196,8	210,6	24,885,5	25,320,4	3,216,4‖	36,1‖	261,8‖	217,1‖	28,021,8‖	28,536,8‖
Class III Railways.													
Aden	3′ 3⅜″	*1924-25*	*1*	*7*	*24,3*	*80,5*	*105,6*	..	*1*	*7*	*24,3*	*80,5*	*105,6*
		1925-26	1	6	11,1	119,7	131,5	..	1	6	11,1	119,7	131,5
Ahmadpur-Katwa	2′ 6″	*1924-25*	..	*7*	*5,0*	*265,2*	*270,9*	*11,2*	..	*7*	*5,5*	*275,9*	*282,1*
		1925-26	..	9	6,0	316,9	323,8	11,5	1	1,0	6,7	327,5	335,3
Arakan Light	2′ 6″	*1924-25*	*5*	..	..	*59,3*	*59,8*	..	*5*	..	..	*59,3*	*59,8*
		1925-26	4	..	..	40,3	40,7	..	4	..	..	40,3	40,7
Arrah-Sasseram Light	2′ 6″	*1924-25*	*1,0*	..	*4,3*	*523,0*	*528,3*	*3,3*	*1,0*	..	*4,4*	*526,2*	*531,6*
		1925-26	8	..	5,0	557,6	563,4	..	8	..	5,0	557,6	563,4
Bangalore-Chick Ballapur Light	2′ 6″	*1924-25*	†	†	†	†	†	†	*1*	*4,0*	..	*895,1*	*899,2*
		1925-26	1	36	..	873,2	876,9	37,2	1	3,8	..	910,2	914,1
Bankura-Damoodar River	2′ 6″	*1924-25*	..	*5*	*2,1*	*225,4*	*228,0*	*1,6*	..	*5*	*2,3*	*226,8*	*229,6*
		1925-26	..	6	2,0	228,5	231,1	1,6	..	6	2,1	230,0	232,7
Baraset-Basirhat Light	2′ 6″	*1924-25*	*4,4*	..	*36,6*	*1,197,3*	*1,238,3*	*8,2*	*4,4*	..	*36,6*	*1,205,5*	*1,246,5*
		1925-26	4,1	..	34,7	1,290,3	1,329,1	6,3	4,1	..	34,7	1,296,6	1,335,4
Bengal Provincial	2′ 6″	*1924-25*	*2*	*1,8*	*10,6*	*567,4*	*580,0*	..	*2*	*1,8*	*20,6*	*567,4*	*580,0*
		1925-26	2	1,6	6,9	507,5	516,2	99,2	3	2,3	11,1	601,7	615,4

* Includes figures of Bangalore Chik-Ballapur and Tarikere-Narasimharajapur Railways.
† Included under Mysore Railway.
‡ Shown under Class III in the Report by the Railway Board on Indian Railways for 1924-25.

Class II and III Railways for the years 1924-25 and 1925-26.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passenger carried (in thousands).				
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
										Rs.	Rs.	Rs.	Rs.	Rs.
15	*176*	*Nil*	*44,130*	*44,321*	*43·5*	*42·9*	*Nil.*	*36·0*	*36·0*	*2*	*15*	*Nil*	*9,19*	*9,36*
11	152	..	41,051	41,214	39·6	40·6	..	36·0	36·0	2	13	..	8,55	8,70
78	*102*	*701*	*26,880*	*27,761*	*31·8*	*31·7*	*24·3*	*23·1*	*21·8*	*10*	*8*	*16*	*4,04*	*4,38*
83	104	927	26,672	27,786	30·0	29·0	24·0	21·0	21·0	11	7	22	4,33	4,73
163	*1,788*	..	*91,413*	*93,364*	*72·0*	*49·0*	..	*29·7*	*29·9*	*15*	*84*	..	*16,61*	*17,60*
108	1,700	..	95,180	96,988	57·4	52·6	..	30·0	30·3	10	80	..	17,23	18,13
203	*696*	*2,118*	*73,990*	*77,007*	*104·5*	*62·1*	*53·0*	*40·0*	*40·5*	*32*	*54*	*69*	*16,04*	*17,59*
141	565	1,287	73,386	75,379	88·7	72·5	56·3	41·3	41·6	18	44	40	15,29	16,31
336	*990*	..	*9,713*	*11,039*	*45·8*	*33·8*	..	*16·9*	*18·1*	*1,28*	*1,49*	..	*4,74*	*7,51*
368	934	..	10,622	11,924	54·8	35·2	..	17·3	18·5	1,23	1,33	..	4,90	7,46
109	*190*	*246*	*15,538*	*16,083*	*22·0*	*24·0*	*24·0*	*17·0*	*17·7*	*14*	*12*	*9*	*3,35*	*3,70*
131	229	313	17,959	18,632	24·0	23·0	25·0	18·0	23·0	16	14	11	3,74	4,15
30	*284*	..	*64,969*	*65,283*	*30·0*	*17·4*	..	*13·8*	*13·8*	*3*	*19*	..	*15,23*	*15,45*
31	334	..	68,122	68,487	22·1	17·7	..	13·3	13·4	4	21	..	15,96	16,21
243	*1,858*	..	*63,927*	*66,028*	*86·9*	*32·0*	..	*24·0*	*24·3*	*23*	*87*	..	*11,65*	*12,75*
112	1,654	..	64,661	66,427	46·7	32·1	..	23·9	24·1	10	77	..	11,75	12,62
65	*336*	..	*14,840*	*15,241*	*64·1*	*51·7*	..	*30·2*	*30·5*	*11*	*24*	..	*3,92*	*4,27*
24	214	..	13,795	14,033	60·0	36·9	..	24·8	25·0	4	14	..	3,57	3,75
87	..	*1,027*	*38,567*	*39,681*	*17·0*	..	*11·0*	*14·0*	*14·0*	*5*	..	*29*	*8,34*	*8,68*
79	..	983	39,030	40,092	16·0	..	10·0	14·0	13·0	5	..	28	8,44	8,77
83	*702*	..	*30,578*	*31,363*	*58·0*	*52·0*	..	*37·0*	*37·0*	*8*	*39*	..	*6,20*	*6,67*
67	581	..	29,053	29,701	66·0	51·0	..	37·0	37·0	7	32	..	6,52	6,91
58	*1,010*	...	*39,041*	*40,109*	*30·9*	*25·6*	..	*22·6*	*22·7*	*6*	*47*	..	*7,10*	*7,63*
50	959	..	41,313	42,322	30·1	25·3	..	22·2	22·3	5	45	..	7,50	8,00
178	*1,429*	..	*41,790*	*43,397*	*64·2*	*59·8*	..	*44·3*	*44·7*	*18*	*72*	..	*7,75*	*8,65*
131	1,278	..	41,399	42,808	64·2	59·9	..	44·3	44·7	13	64	..	7,54	8,31
194	*1,106*	*1,152*	*75,591*	*78,043*	*63·0*	*30·0*	*43·0*	*26·0*	*26·0*	*24*	*69*	*39*	*14,89*	*16,21*
196	1,060	1,555	75,904	78,715	68·0	35·0	42·0	25·0	26·0	24	61	51	14,96	16,32
22	..	*469*	*26,186*	*26,677*	*25·0*	..	*25·0*	*22·0*	*22·0*	*3*	..	*18*	*5,64*	*5,85*
19	4	416	24,309	24,748	16·0	17·0	23·0	20·0	20·0	2	1	17	5,68	5,88
1,864	*10,667*	*5,713*	*657,153*	*675,397*	‖*47·4*	‖*37·1*	‖*26·0*	‖*24·2*	‖*24·4*	*3,02*	*6,79*	*1,80*	*1,34,69*	*1,46,30*
1,551	9,768	5,481	662,456	679,256	‖43·0	‖37·3	‖25·1	‖23·6	‖23·8	2,54	6,06	1,69	1,35,96	1,46,25
3	*16*	*417*	*1,409*	*1,845*	*23·3*	*23·3*	*17·1*	*17·5*	*17·5*	*1*	*1*	*20*	*44*	*66*
2	14	243	1,169	1,428	27·7	21·9	21·9	9·76	10·9	..	1	10	43	54
1	*11*	*78*	*3,483*	*3,573*	..	*15·7*	*14·2*	*12·6*	*12·7*	..	*1*	*3*	*1,09*	*1,13*
1	16	97	4,089	4,203	19·0	15·0	14·0	12·0	12·5	1	1	4	1,27	1,33
7	..	..	*928*	*935*	*15·0*	..	..	*14·0*	*15·0*	*1*	..	..	*29*	*30*
7	..	..	652	659	15·0	..	..	16·0	15·0	1	..	..	21	22
35	..	*136*	*10,132*	*10,303*	*35·0*	..	*31·0*	*19·0*	*19·0*	*4*	..	*5*	*2,55*	*2,64*
29	..	155	11,448	11,632	35·0	..	31·0	21·0	21·0	3	..	6	2,68	2,77
3	*95*	..	*16,253*	*16,351*	*22·0*	*24·0*	..	*18·0*	*18·0*	..	*5*	..	*2,97*	*3,02*
2	107	..	16,123	16,232	22·0	28·0	..	18·0	18·0	..	4	..	2,94	2,98
1	*12*	*53*	*4,222*	*4,288*	*23·0*	*22·0*	*23·0*	*18·0*	*18·6*	..	*1*	*2*	*1,32*	*1,35*
..	15	50	4,250	4,315	..	25·0	23·0	18·0	18·5	..	1	2	1,33	1,36
128	..	*721*	*18,335*	*19,184*	*29·0*	...	*20·0*	*15·0*	*15·0*	*8*	..	*22*	*3,96*	*4,26*
110	..	658	18,494	19,262	27·0	..	18·0	13·0	14·4	7	..	19	4,04	4,30
*	*	*	*	*	*	*	*	*	*	..	..	*3*	*1,12*	*1,15*
2	16	82	5,263	5,363	7·2	7·0	7·4	8·7	8·7	..	1	2	1,10	1,13

*Information not available.

‖ Columns 9 to 14—

In these totals passengers travelling over two or more railways are considered as having made two or more journeys.

No. 35 —Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1924-25 and 1925-26—contd.

Railway.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Number of tons of goods carried (in thousands).			Net ton miles (In thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (In thousands of rupees.)	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.				
30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
(Class II Railways.)														
Barsi Light	2′ 6″	*1924-25*	*28·0*	*16·0*	*Nil*	*4·00*	*4·06*	*96*	*54*	*150*	*7,256*	*48·4*	*7,45*	*19·7*
		1925-26	28·0	16·0	..	4·00	4·05	111	61	172	8,395	48·9	8·28	19·1
Bengal Dooars	3′ 3⅜″	*1924-25*	*25·4*	*13·3*	*4·51*	*2·89*	*3·03*	*150*	*102*	*252*	*16,544*	*65·7*	*16,88*	*19·6*
		1925-26	25·1	13·5	4·51	3·00	3·17	137	114	251	16,213	65·0	16,12	19·1
Bhavnagar State	3′ 3⅜″	*1924-25*	*18·0*	*9·00*	..	*3·49*	*3·62*	*195*	*150*	*345*	*20,638*	*59·7*	*11,33*	*10·5*
		1925-26	18·0	9·00	..	3·48	3·59	196	167	363	23,723	65·4	13,00	10·5
Bikaner State.	3′ 3⅜″	*1924-25*	*30·0*	*15·0*	*6·22*	*4·16*	*4·38*	*320*	*115*	*435*	*52,760*	*121·3*	*17,32*	*6·30*
		1925-26	24·4	15·0	6·00	4·00	4·30	418	134	552	76,765	139·0	15,59	3·90
Darjeeling Himalayan	2′ 0″	*1924-25*	*73·3*	*28·8*	..	*9·37*	*13·05*	*109*	*39*	*148*	*4,801*	*32·4*	*12,90*	*51·6*
		1925-26	64·4	27·3	..	8·86	12·02	110	45	155	5,111	33·0	13,37	50·2
Dibru Sadiya	3′ 3⅜″	*1924-25*	*24·0*	*12·0*	*6·50*	*4·00*	*4·34*	*384*	*52*	*436*	*17,103*	*39·2*	*19,66*	*22·1*
		1925-26	24·0	12·0	6·50	4·00	4·28	385	56	441	16,132	37·0	20,10	24·0
Gaekwar's Baroda State	2′ 6″	*1924-25*	*19·2*	*12·8*	..	*4·50*	*4·54*	*228*	*141*	*369*	*10,777*	*29·2*	*9,21*	*16·4*
		1925-26	24·8	12·1	..	4·50	4·54	265	190	455	12,060	26·5	11,19	17·8
Gondal	3′ 3⅜″	*1924-25*	*18·2*	*8·99*	..	*3·50*	*3·71*	*63*	*237*	*300*	*13,756*	*45·9*	*7,62*	*10·6*
		1925-26	17·1	8·94	..	3·49	3·65	59	266	325	15,383	47·3	8,49	10·6
Gwalior Light†	2′ 6″	*1924-25*	*32·5*	*13·7*	..	*5·07*	*5·38*	*127*	..	*127*	*8,197*	*50·7*	*5,53*	*13·0*
		1925-26	32·0	12·6	..	4·97	5·13	115	9	124	6,152	49·6	4,24	13·2
Howrah-Amta Light†	2′ 0″	*1924-25*	*12·0*	..	*6·00*	*4·00*	*4·00*	*44*	*6*	*50*	*	*	*1,22*	*
		1925-26	12·0	..	6·00	4·00	4·20	45	11	56	*	*	1.45	*
Jamnagar and Dwarka†	3′ 3⅜″	*1924-25*	*19·6*	*10·6*	..	*3·89*	*4·08*	*55*	*35*	*90*	*4,014*	*44·6*	*2,45*	*11·7*
		1925-26	20·3	10·7	..	4·30	4·47	76	33	109	4,907	45·0	3,24	12·7
Junagad State	3′ 3⅜″	*1924-25*	*18·0*	*9·00*	..	*3·49*	*3·66*	*173*	*40*	*213*	*8,601*	*40·0*	*5,34*	*11·8*
		1925-26	17·8	8·97	..	3·49	3·63	177	39	216	7,840	36·2	5,86	14·4
Morvi	3′ 3⅜″	*1924-25*	*19·7*	*9·66*	..	*3·56*	*3·83*	*46*	*117*	*163*	*9,150*	*56·1*	* *4,98*	*10·5*
		1925-26	18·7	9·67	..	3·50	3·73	50	137	187	10,975	58·7	6,18	10·8
Mysore	3′ 3⅜″	*1924-25*	*24·0*	*12·0*	*6·00*	*4·00*	*4·00*	*220*	*95*	*315*	*16,787*	*50·1*	*10,52*	*12·0*
		1925-26	24·0	11·0	6·00	4·00	4·00	191	109	300	16,757	55·7	10,82	12·4
Shahdara (Delhi)-Saharanpur Light.†	2′ 6″	*1924-25*	*21·0*	..	*7·50*	*4·00*	*4·00*	*112*	*19*	*131*	*	*	*5,50*	*
		1925-26	20·0	12·0	7·00	4·00	4·00	38	88	126	..	..	3,91	..
Total Class II Railways	..	*1924-25*	*31·1*	*12·2*	*6·05*	*3·94*	*4·16*	*2,322*	*1,202*‖	*3,524*‖	*190,389*	*53·9*‖	*1,37,91*	*13·9*
		1925-26	31·4	11·9	5·92	3·94	4·13	2,373	1,459‖	3,832‖	220,413	57·5‖	1,41,84	12·3
Class III Railways.														
Aden	3′ 3⅜″	*1924-25*	*38·0*	*18·0*	*9·00*	*5·83*	*6·83*	*50*	..	*50*	*1,193*	*24·0*	*1,04*	*16·7*
		1925-26	38·0	17·9	8·00	7·01	7·33	40	..	40	959	24·0	72	14·4
Ahmadpur-Katwa	2′ 6″	*1924-25*	..	*12·0*	*8·00*	*6·00*	*6·07*	*9*	*2*	*11*	*179*	*16·3*	*15*	*16·1*
		1925-26	24·0	12·0	8·00	6·00	6·08	12	4	16	281	11·0	25	12·0
Arakan Light	2′ 6″	*1924-25*	*36·0*	..	..	*5·96*	*6·08*	*2*	..	*2*	*	*	*6*	..
		1925-26	36·0	..	..	6·00	6·41	2	..	2	*	*	6	..
Arrah-Sassarm Light	2′ 6″	*1924-25*	*21·0*	..	*7·50*	*4·50*	*4·50*	*29*	*5*	*34*	*	*	*88*	..
		1925-26	20·0	..	7·00	4·00	4·00	11	34	45	*	*	78	..
Bangalore-Chik-Ballapur Light.	2′ 6″	*1924-25*	*16·0*	*9·00*	..	*4·00*	*4·00*	*22*	*12*	*34*	*1,315*	*38·4*	*1,16*	*16·9*
		1925-26	16·0	7·00	..	4·00	4·00	25	11	36	1,464	40·7	1,29	16·9
Bankura-Damoodar River	2′ 6″	*1924-25*	*24·0*	*12·0*	*8·00*	*6·00*	*6·04*	*30*	*4*	*34*	*1,284*	*38·0*	*72*	*10·8*
		1925-26	24·0	12·0	8·00	6·00	6·05	25	8	33	1,355	40·0	73	12·0
Baraset-Basirhat Light	2′ 6″	*1924-25*	*12·0*	..	*6·00*	*4·50*	*4·00*	*33*	*1*	*34*	*	*	*92*	*
		1925-26	12·0	..	6·00	4·50	4·29	38	4	42	*	*	115	*
Bengal Provincial	2′ 6″	*1924-25*	*	*	*	*	*	*36*	..	*36*	*	*	*56*	*
		1925-26	18·1	8·94	5·00	4·00	4·05	37	..	37	*	*	49	*

* Information not available.

† Shown under Class III in the Report by the Railway Board on Indian Railways for 1924-25.

‖ Columns 39 and 50 and 42—
Consignments passing over two or more railways are considered as two or more separate consignments.

No. 35.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1924-25 and 1925-26.—contd.

Railway.	Gauge.	Year.	Passengers originating on home line, whether local or foreign (in hundreds).					Other traffic.	Number of passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1924-25*	*3*	*1,8*	*10,3*	*467,0*	*479,4*	*86,0*	*3*	*2,6*	*14,8*	*547,7*	*565,4*
		1925-26	3	2,3	15,7	588,2	606,5	..	3	2,3	15,7	588,2	606,5
Burdwan-Katwa	2′ 6″	*1924-25*	*1*	*1,0*	*6,6*	*344,5*	*352,2*	*9,0*	*1*	*1,0*	*7,3*	*352,8*	*361,2*
		1925-26	..	4	3,8	209,7	213,9	182,5	1	8	8,1	387,4	396,4
Cutch State	2′ 6″	*1924-25*	..	*1,2*	..	*75,4*	*76,6*	..	..	*1,2*	..	*75,4*	*76,6*
		1925-26	..	1,1	..	63,5	64,6	..	..	1,1	..	63,5	64,6
Dehri Rohtas Light	2′ 6″	*1924-25*	*3*	..	*4*	*125,2*	*125,9*	..	*3*	..	*4*	*125,2*	*125,9*
		1925-26	3	..	4	128,2	128,9	..	3	..	4	128,2	128,9
Dholpur-Bari	2′ 6″	*1924-25*	..	*3*	..	*197,2*	*197,5*	*7*	..	*3*	..	*197,9*	*198,2*
		1925-26	..	3	..	166,1	166,4	4	..	3	..	166,5	166,8
Fatwah-Islampur	2′ 6″	*1924-25*	*7*	..	*4,8*	*380,2*	*385,7*	*18,4*	*7*	..	*5,7*	*397,7*	*404,1*
		1925-26	5	..	5,3	353,0	358,8	..	5	..	5,3	353,0	358,8
Howrah-Sheakhala Light	2′ 0″	*1924-25*	*7*	..	*23,4*	*861,6*	*890,7*	..	*7*	..	*23,4*	*861,6*	*890,7*
		1925-26	7	..	23,1	919,1	942,9	..	7	..	23,1	919,1	942,9
Jagadhri Light	2′ 0″	*1924-25*	*2*	..	*1,3*	*92,4*	*93,9*	..	*2*	..	*1,3*	*92,4*	*93,9*
		1925-26	2	..	1,2	106,9	108,3	..	2	..	1,2	106,9	108,3
Jessore-Jhenidah	2′ 6″	*1924-25*	*1*	*6*	*1,9*	*133,8*	*136,4*	*2,5*	*1*	*6*	*1,9*	*136,3*	*138,9*
		1925-26	1	7	2,4	176,5	179,7	5,1	1	7	2,5	181,5	184,8
Jorhat (Provincial)	2′ 0″	*1924-25*	..	..	..	*227,7*	*227,7*	..	..	..	..	*227,7*	*227,7*
		1925-26	..	..	..	249,4	249,4	..	..	..	..	249,4	249,4
Kalighat-Falta	2′ 6″	*1924-25*	*1*	*1,8*	*19,7*	*784,4*	*806,0*	*6,1*	*1*	*1,8*	*20,1*	*790,1*	*812,1*
		1925-26	..	1,8	14,8	705,9	722,5	2,6	1	1,8	14,9	708,3	725,1
Kulasekarapatnam Light	2′ 0″	*1924-25*	..	..	..	*97,1*	*97,1*	..	..	..	..	*97,1*	*97,1*
		1925-26	..	..	..	94,3	94,3	..	..	..	..	94,3	94,3
Porbandar State	3′ 3¼″	*1924-25*	*5*	*5,7*	..	*358,9*	*365,1*	..	*5*	*5,7*	..	*358,9*	*365,1*
		1925-26	3	3,2	..	292,6	296,1	78,0	4	5,0	..	368,7	374,1
Tarikere-Narasimharajapura Light.	2′ 0″	*1924-25*	†	†	†	†	†	†	..	*1,7*	..	*59,3*	*61,0*
		1925-26	..	9	..	56,6	57,5	1	..	9	..	56,7	57,6
Tezpore-Balipara	2′ 6″	*1924-25*	*5*	..	*3,1*	*242,0*	*245,6*	..	*5*	..	*3,1*	*242,0*	*245,6*
		1925-26	4	..	3,1	240,7	244,2	..	4	..	3,1	240,7	244,2
Trivellore Light	2′ 0″	*1924-25*	..	..	..	*150,8*	*150,8*	..	..	..	..	*150,8*	*150,8*
		1925-26	..	..	..	114,4	114,4	..	..	..	..	114,4	114,4
Udaipur-Chitorgarh	3′ 3¼″	*1924-25*	*6*	*2,6*	*2,9*	*469,8*	*475,9*	*64,5*	*1,5*	*4,1*	*3,0*	*531,8*	*540,4*
		1925-26	5	2,6	1,8	440,4	445,3	89,2	1,3	3,9	1,9	527,4	534,5
Total Class III Railways ..	..	*1924-25*	*10,3*	*18,7*	*162,3*	*7,926,1*	*8,117,4*	*211,6*‖	*11,3*‖	*26,7*‖	*169,7*‖	*9,081,4*‖	*9,289,1*‖
		1925-26	9,0	20,6	137,3	8,839,5	9,006,4	513,7‖	10,3‖	25,1‖	146,9‖	9,337,3‖	9,520,1‖

†Included under Mysore Railway.

‖ Columns 9 to 14—
In these totals passengers travelling over two or more railways are considered as having made two or more journeys.

No. 35.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands). 1st.	2nd.	Inter.	3rd.	Total.	Average number of miles a passenger was carried. 1st.	2nd.	Inter.	3rd.	Total.
1	2	3	15	16	17	18	19	20	21	22	23	24
Class III—*concld.*												
Bukhtiarpur-Bihar Light.	2′ 6″	*1924-25*	*8*	*49*	*285*	*7,880*	*8,222*	*23·0*	*18·0*	*19·0*	*14·0*	*14·0*
		1925-26	7	42	291	9,663	10,003	24·0	18·0	18·0	16·0	16·0
Burdwan-Katwa . .	2′ 6″	*1924-25*	*1*	*23*	*133*	*4,981*	*5,138*	*24·0*	*22·0*	*18·0*	*14·0*	*14·2*
		1925-26	1	20	151	5,367	5,539	27·0	23·0	19·0	14·0	14·0
Cutch State . . .	2′ 6″	*1924-25*	..	*33*	..	*1,528*	*1,561*	..	*27·9*	..	*20·3*	*20·4*
		1925-26	..	29	..	1,305	1,334	..	27·0	..	20·0	20·0
Dehri Rohtas Light .	2′ 6″	*1924-25*	*	*	*	*	*	*	*	*	*	*
		1925-26	5	..	6	1,388	1,399	15·0	..	15·0	11·0	11·0
Dholpur-Bari . .	2′ 6″	*1924-25*	..	*6*	..	*3,917*	*3,923*	..	*20·0*	..	*19·8*	*19·8*
		1925-26	..	4	..	3,172	3,176	..	15·9	..	19·0	19·0
Futwah-Islampur . .	2′ 6″	*1924-25*	*12*	..	*86*	*5,464*	*5,562*	*17·1*	..	*15·1*	*13·7*	*13·7*
		1925-26	7	..	73	5,519	5,599	14·0	..	14·0	16·0	15·0
Howrah-Sheakhala Light.	2′ 0″	*1924-25*	*10*	..	*178*	*3,373*	*3,561*	*13·0*	..	*6·0*	*10·0*	*10·0*
		1925-26	10	..	151	7,681	7,842	13·0	..	5·0	7·0	8·0
Jagadhri Light . .	2′ 0″	*1924-25*	*1*	..	*4*	*306*	*311*	*5·00*	..	*3·10*	*3·30*	*3·30*
		1925-26	1	..	4	354	359	3·31	..	3·31	3·31	3·31
Jessore-Jhenidah . .	2′ 6″	*1924-25*	*3*	*12*	*36*	*2,222*	*2,273*	*30·0*	*20·0*	*18·9*	*16·4*	*16·3*
		1925-26	2	14	46	2,726	2,788	21·4	20·2	18·7	15·0	15·1
Gorhat (Provincial) .	2′ 0″	*1924-25*	..	..	..	*2,492*	*2,492*	..	..	..	*10·9*	*10·9*
		1925-26	..	..	..	2,634	2,634	..	..	..	11·0	11·0
Kalighat-Falta .	2′ 6″	*1924-25*	*1*	*22*	*141*	*8,524*	*8,688*	*17·0*	*12·0*	*7·0*	*11·0*	*10·7*
		1925-26	1	23	120	7,420	7,564	18·0	13·0	8·0	10·0	10·4
Kulasekarapatnam Light	2′ 0″	*1924-25*	..	..	..	*992*	*992*	..	..	..	*10·2*	*10·2*
		1925-26	..	..	..	933	933	..	..	..	*9·9*	*9·9*
Porbandar State . .	3′ 3⅜″	*1924-25*	*20*	*168*	..	*7,445*	*7,633*	*43·0*	*30·0*	..	*21·0*	*21·0*
		1925-26	16	149	..	7,399	7,564	36·0	30·0	..	20·0	20·0
Tarikere-Narasimharaja-pura Light.	2′ 0″	*1924-25*	..	*27*	..	*1,046*	*1,073*	..	*16·0*	..	*18·0*	*18·0*
		1925-26	..	15	..	1,000	1,015	..	17·0	..	18·0	18·0
Tezpore-Balipara . .	2′ 6″	*1924-25*	*	*	*	*	*	*	*	*	*	*
		1925-26	*	*	*	*	*	*	*	*	*	*
Trivellore Light . .	2′ 0″	1924-25	..	..	..	*358*	*358*	..	..	..	*2·1*	*2·1*
		1925-26	..	..	..	269	269	..	..	..	2·4	2·4
Udaipur-Chitorgarh .	3′ 3⅜″	*1924-25*	*103*	*234*	*153*	*18,752*	*19,242*	*68·0*	*58·0*	*51·0*	*35·0*	*36·0*
		1925-26	83	221	90	18,137	18,531	65·4	56·0	46·0	34·4	34·7
Total Class III Railways.	..	*1924-25*	*337*	*708*	*2,421*	*129,042*	*132,508*	‖*29·8*	‖*26·5*	‖*14·3*	‖*14·2*	‖*14·3*
		1925-26	286	685	2,217	136,455	139,643	‖27·8	‖27·3	‖15·1	‖14·6	‖14·7

*Information not available.

† Columns 20 to 24—
In these totals passengers travelling over two or more railways are considered as having made two or more journeys.

Class II and III Railways for the years 1924-25 and 1925-26.—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Number of tons of goods carried (in thousands).			Net ton miles (In thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (In thousands).	Average rate charged for carrying a ton of goods one mile (in pies).
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.				
25	26	27	28	29	30		32	33	34	35	36	37	38	39	40	41
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.	
1	*3*	*11*	*1,63*	*1,78*	*20·0*	*12·0*	*7·00*	*3·00*	*4·00*	*35*	*17*	*52*	*	..	*1,18*	..
1	3	11	2,01	2,16	20·0	12·0	7·00	4·00	4·00	20	53	73	..	..	1,13	..
..	*1*	*6*	*1,56*	*1,63*	*24·0*	*12·0*	*8·00*	*6·00*	*6·09*	*20*	*3*	*23*	*532*	*24·0*	*33*	*11·9*
1	1	6	1,68	1,76	24·0	12·0	8·00	6·00	6·10	22	4	26	577	22·0	40	12·0
..	*2*	..	*48*	*50*	..	*12·0*	..	*6·00*	*6·15*	*16*	..	*16*	*240*	*15·1*	*38*	*30·4*
..	2	..	41	43	..	13·2	..	6·03	6·19	10	..	10	150	15·0	23	29·0
1	..	..	30	31	*	*	*	*	*	*158*	*3*	*161*	*	*	*2,67*	..
1	..	..	30	31	20·0	..	7·00	3·75	4·25	161	4	165	*	*	2,65	..
..	*1*	..	*82*	*83*	..	*24·1*	..	*4·00*	*4·03*	*105*	*3*	*108*	*3,713*	*34·5*	*1,52*	*7·9*
..	1	..	66	67	..	24·0	..	4·00	4·03	134	4	138	4,869	35·2	1,89	7·5
1	..	*3*	*1,14*	*1,18*	*16·0*	..	*6·70*	*4·00*	*4·00*	*21*	*4*	*25*	*	..	*51*	..
1	..	3	1,15	1,19	20·0	..	7·00	4·00	4·00	11	16	27	..	..	54	..
1	..	*4*	*1,60*	*1,65*	*12·0*	..	*6·00*	*4·00*	*4·00*	*14*	*1*	*15*	*	*	*33*	..
1	..	4	1,42	1,47	12·0	..	6·00	4·00	4·00	15	6	21	*	*	43	*
..	..	..	*13*	*13*	..	..	..	*8·00*	*8·00*	*14*	..	*14*	*47*	*3·31*	*17*	*69·4*
..	..	..	14	14	29·4	..	10·8	7·34	7·42	8	..	8	28	3·31	10	70·6
..	*1*	*1*	*70*	*72*	*15·4*	*6·93*	*4·16*	*6·07*	*6·10*	*4*	*7*	*11*	*205*	*19·0*	*28*	*26·2*
..	1	2	85	88	28·5	12·1	8·35	5·98	6·06	8	5	13	312	23·1	51	31·4
..	..	..	*59*	*59*	..	..	..	*4·52*	*4·52*	*19*	..	*19*	*289*	*15·2*	*1,08*	*71·8*
..	..	..	61	61	..	..	..	4·30	4·30	20	..	20	295	14·7	1,07	69·6
..	*2*	*6*	*2,72*	*2,80*	*24·0*	*12·0*	*8·00*	*6·00*	*6·18*	*42*	*5*	*47*	*985*	*21·0*	*65*	*12·7*
1	1	4	2,17	2,23	22·0	11·0	7·00	5·50	5·66	37	8	45	847	19·0	53	12·0
..	..	..	*31*	*31*	..	..	..	*6·00*	*6·00*	*16*	..	*16*	*132*	*8·3*	*39*	*56·7*
..	..	..	*29*	*29*	..	..	..	6·00	6·00	16	..	16	143	9·2	43	57·9
2	*8*	..	*1,34*	*1,44*	*18·0*	*9·00*	..	*3·50*	*3·65*	*128*	..	*128*	*3,057*	*24·0*	*2,01*	*12·6*
1	7	..	1,35	1,43	18·0	9·00	..	3·50	3·64	116	24	140	3,542	25·0	2,08	11·3
..	*2*	..	*19*	*21*	..	*12·0*	..	*4·00*	*4·00*	*6*	..	*6*	*78*	*13·7*	*28*	*68·9*
..	1	..	18	19	..	12·0	..	4·00	4·00	7	..	7	176	25·6	37	40·4
1	..	*2*	*58*	*61*	*	*	*	*	*	*22*	..	*22*	*	*	*1,20*	*
1	..	1	57	59	*	*	*	*	*	21	..	21	*	*	1,19	*
..	..	..	*9*	*9*	..	..	..	*4·83*	*4·83*	*2*	..	*2*	*4*	*2·4*	*2*	*96·0*
..	..	..	7	7	..	..	..	6·00	6·00	3	..	3	*	2·37	2	*
13	*14*	*4*	*2,92*	*3,23*	*24·0*	*12·0*	*4·48*	*2·99*	*3·22*	*13*	*18*	*31*	*1,365*	*44·0*	*1,51*	*21·2*
10	14	2	2,83	3,09	24·0	12·0	4·46	2·99	3·19	29	20	49	1,745	35·0	1,75	19·2
34	*42*	*92*	*30,84*	*32,52*	*19·4*	*11·4*	*7·30*	*4·59*	*4·71*	*846*	**85*	**931*	*14,618*	**26·6*	*20,00*	*15·7*
30	39	76	30,69	32,14	20·1	10·9	6·58	4·32	4·42	828	*205	*1,033	16,743	*29·0	20,79	14·2

* Columns 36 and 37 and 39—
Consignments passing over two or more Railways are considered as two or more separate consignments.

36.—Statistics of C lass II

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles. (in thousands).
			Passenger.	Mixed.	Goods.	Total (including departmental).	Shunting	Miscellaneous (including light, assisting required, assisting not required, siding and departmental).	Total.	
1	2	3	4	5	6	7	8	9	10	11
Class II.										
Barsi Light	2′ 6″	*1924-25*	*34*	*185*	*23*	*242*	*50*	*7*	*57*	*299*
		1925-26	66	202	17	285	51	5	56	341
Bengal Dooars	3′ 3⅜″	*1924-25*	*1*	*287*	*50*	*372*	*27*	*14*	*41*	*413*
		1925-26	1	289	44	359	30	11	41	400
Bhavnagar State	3′ 3⅜″	*1924-25*	*334*	*189*	*123*	*662*	*96*	*15*	*111*	*773*
		1925-26	375	198	122	703	123	14	137	840
Bikaner State	3′ 3⅜″	*1924-25*	*10*	*699*	*286*	*1,007*	*86*	*34*	*120*	*1,127*
		1925-26	5	717	281	1,021	70	11	81	1,102
Darjeeling-Himalayan	2′ 0″	*1924-25*	*44*	*253*	*224*	*521*	*54*	..	*54*	*575*
		1925-26	45	247	254	546	56	..	56	602
Dibru-Sadiya	3′ 3⅜″	*1924-25*	..	*125*	*120*	*245*	*201*	*3*	*204*	*449*
		1925-26	..	175	95	270	227	1	228	498
Gaekwar's Baroda State	2′ 6″	*1924-25*	*20*	*503*	*4*	*538*	*142*	*10*	*152*	*690*
		1925-26	91	443	18	575	179	9	188	763
Gondal	3′ 3⅜″	*1924-25*	*273*	*108*	*107*	*488*	*109*	*18*	*127*	*615*
		1925-26	252	166	88	508	115	18	133	641
Gwalior Light*	2′ 0″	*1924-25*	*143*	*209*	*67*	*331*	*43*	*3*	*46*	*377*
		1925-26	117	182	*65*	363	38	2	40	403
Howra Amta Light*	2′ 0″	*1924-25*	*159*	*51*	*23*	*233*	*5*	*4*	*9*	*242*
		1925-26	150	60	27	237	9	2	11	248
Jamnagar and Dwarka *	3′ 3⅜″	*1924-25*	*3*	*30*	*152*	*185*	*24*	*1*	*25*	*210*
		1925-26	2	184	9	195	25	2	27	222
Junagad State	3′ 3⅜″	*1924-25*	*64*	*111*	*42*	*230*	*54*	*20*	*74*	*304*
		1925-26	64	138	27	232	63	17	80	312
Morvi	3′ 3⅜″	*1924-25*	*86*	*123*	*36*	*262*	*23*	..	*23*	*285*
		1925-26	104	151	14	277	30	..	30	307
Mysore	3′ 3⅜″	*1924-25*	*192*	*293*	*114*	*618*	*76*	*7*	*83*	*701*
		1925-26	188	271	138	640	71	7	78	718
Shahdara (Delhi)	2′ 6″	*1924-25*	..	*90*	*38*	*128*	*21*	..	*21*	*149*
		1925-26	..	91	28	125	13	..	13	138
Saharanpur Light *										
Total Class II Railways	..	*1924-25*	*1,363*	*3,256*	*1,409*	*6,962*	*1,011*	*136*	*1,147*	*7,209*
		1925-26	1,460	3,514	1,227	6,336	1,100	99	1,199	7,535
Class III.										
Aden	3′ 3⅜″	*1924-25*	*13*	*26*	..	*39*	*2*	..	*2*	*41*
		1925-26	20	26	..	46	2	..	2	48
Ahmadpur-Katwa	2′ 6″	*1924-25*	*29*	*37*	..	*66*	*8*	*20*	*28*	*94*
		1925-26	31	37	..	68	9	20	29	97
Arakan Light	2′ 6″	*1924-25*	..	*16*	..	*16*	*2*	..	*2*	*18*
		1925-26	..	13	..	13	..	..	..	13
Arrah-Sasaram Light	2′ 6″	*1924-25*	..	*88*	*4*	*92*	*7*	..	*7*	*99*
		1925-26	1	88	3	92	7	..	7	99
Bangalore-Chik Ballapur Light‡	2′ 6″	*1924-25*	..	*149*	*2*	*152*	*13*	*1*	*14*	*166*
		1925-26	..	154	3	158	15	2	17	175
Bankura Damoodar River	2′ 6″	*1924-25*	..	*87*	..	*87*	*23*	*17*	*40*	*127*
		1925-26	..	94	..	94	25	19	44	138
Baraset-Basirhat Light	2′ 6″	*1924-25*	*40*	*86*	*7*	*133*	*6*	..	*6*	*139*
		1925-26	40	87	12	139	8	..	8	147
Bengal Provincial	2′ 6″	*1924-25*	..	*97*	..	*97*	*7*	..	*7*	*104*
		1925-26	..	92	..	92	5	..	5	97
Bukhtiarpur Bihar Light	2′ 6″	*1924-25*	..	*60*	*1*	*61*	*13*	..	*13*	*74*
		1925-26	..	66	2	69	14	..	14	83
Burdwan-Katwa	2′ 6″	*1924-25*	*34*	*40*	*1*	*81*	*9*	*21*	*30*	*111*
		1925-26	38	44	..	82	10	20	30	112
Cutch State	2′ 6″	*1924-25*	..	*27*	..	*27*	*7*	..	*7*	*34*
		1925-26	1	26	..	27	7	..	7	34

‡ Includes the
† Information

* Shown under Class III in the report by the Railway Board on Indian Railways for 1924-25.

and III Railways for the years 1924-25 and 1925-26.

Number of tons of fuel consumed.					Average cost at pit's mouth or at station of supply.				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives.			
Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Foreign Coal.	Indian Coal.	Wood	Oil fuel.
12	13	14	15	16	17	18	19	20	21	22	23	24
					Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
..	*5,090*	*7*	..	*5,093*	..	*10·25*	*12·50*	..	..	*23·75*	*12·50*	..
..	6,365	12	..	6,370	..	9·25	10·25	..	..	21·25	10·25	..
..	*9,518*	..	..	*9,518*	..	*6·25*	..	..	..	*14·43*	..	..
..	9,913	..	..	9,913	..	5·67	..	..	..	13·67	..	..
101	*17,878*	*94*	..	*18,017*	*29·5*	*6·63*	*12·00*	..	*29·6*	*21·40*	*12·00*	..
..	18,774	37	10	18,807	..	5·50	18·07	3·14	..	20·56	18·07	3·14
..	*27,578*	*69*	..	*27,605*	..	*7·35*	*11·30*	..	..	*19·90*	*11·30*	..
..	32,586	340	..	32,722	..	6·52	10·00	..	..	17·75	10·00	..
..	*13,115*	..	—	*13,115*	..	*6·75*	..	..	..	*14·75*	..	..
..	14,739	..	..	14,739	..	6·50	..	..	..	14·15	..	..
..	*11,945*	..	..	*11,945*	..	*16·00*	..	..	..	*16·00*	..	..
..	10,826	..	..	10,826	..	16·00	..	..	..	16·00	..	..
..	*11,930*	*82*	..	*11,963*	..	*8·60*	*4·50*	..	..	*18·70*	*4·50*	..
..	12,461	132	..	12,514	..	5·61	4·94	..	..	19·72	4·94	..
3,624	*10,072*	*41*	..	*13,712*	†	*5·75*	†	..	*44·1*	*23·10*	*24·70*	..
2,172	12,912	53	..	15,105	..	5·50	..	..	45·0	22·40	16·60	..
..	6,958	5	..	*7,163*	..	*10·25*	*6·00*	..	..	*19·75*	*6·00*	..
..	6,983	4	..	6,984	..	6·50	6·00	..	..	15·80	6·00	..
..	*4,802*	..	..	*4,802*	..	*5·75*	..	..	..	*10·12*	..	..
..	4,797	..	..	4,797	..	5·19	..	..	..	9·80	..	..
..	*6,200*	*30*	..	*6,212*	..	*7·00*	*17·53*	..	..	*23·64*	*17·53*	..
..	7,240	32	..	7,253	..	5·61	14·90	..	..	22·40	16·03	..
..	*5,856*	*52*		*5,877*	..	*5·75*	*10·00*	..	..	*22·12*	*10·00*	..
..	6,920	51	..	6,940	..	6·88	18·00	..	..	23·09	18·00	..
..	*7,858*	*88*		*7,893*	..	*5·40*	*7·10*	..	..	*23·90*	7·10	..
..	8,417	98	..	8,456	..	5·20	6·90	..	..	19·60	6·90	..
..	*19,766*	*246*		*19,864*	..	*5·75*	*10·50*	..	..	*25·00*	*10·00*	..
..	17,703	274	..	17,813	..	5·50	10·50	..	..	25·00	10·50	..
..	*2,842*	*17*	..	*2,849*	..	*8·00*	*27·00*	..	..	*17·83*	*27·00*	..
..	2,105	13	..	2,110	..	6·63	27·00	..	..	16·56	27·00	..
3,725	*161,408*	*731*	..	*165,628*	..	..	..	..	..	..	..	..
2,172	172,741	1,046	10	175,349	..	..	..	..	..	..	..	..
548	..	..	..	*548*	*33·1*	..	..	..	*33·1*	..	..	..
553	129	..	8	697	28·24	33·00	..	480·96	28·24	33·00	..	480·96
..	*1,222*	..	..	*1,222*	..	*6·00*	..	..	..	*8·86*	..	..
..	1,385	..	..	1,385	..	5·00	..	..	..	7·86	..	..
..	*157*	*1,722*	..	*846*	..	†	†	..	..	*29·00*	*10·00*	..
..	293	282	..	406	..	..	..	..	..	29·00	9·13	
..	*1,690*	..		*1,690*	..	*5·75*	..	..	..	*10·40*	..	..
..	1,661	..	..	1,661	..	5·19	..	..	..	9·91	..	..
..	*3,057*	*79*		*3,089*	..	*5·75*	*10·50*	..	..	*25·00*	*10·50*	..
..	2,919	112	..	2,964	..	5·50	10·50	..	..	25·00	10·50	..
..	*2,647*	..	..	*2,647*	..	*6·00*	..	..	..	*7·73*	..	..
..	2,958	..	..	2,958	..	5·00	..	..	..	6·75	..	..
..	*2,376*	..	..	*2,376*	..	*5·75*	..	..	..	*10·19*	..	..
..	2,535	..	..	2,535	..	5·20	..	..	..	9·80	..	..
..	*1,725*	..	..	*1,725*	..	*7·00*	..	..	..	*10·50*	..	..
..	1,594	..	..	1,594	..	4·00	..	..	..	7·00	..	
..	*1,107*	..	..	*1,107*	..	*5·75*	..	..	..	*10·40*	..	..
..	1,170	..	..	1,170	..	5·19	..	..	..	9·92	..	..
..	*1,865*	..	..	*1,865*	..	*6·00*	..	..	..	*8·86*	..	..
..	2,189	..	..	2,189	..	5·00	..	..	..	7·86	..	..
..	*368*	*5*	..	*370*	..	†	†	..	..	*41·50*	*7·60*	..
368	..	5	..	370	41·5	..	7·60	..	41·5	..	7·60	..

Kolar District Light Railway.
not available.

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and others. Engine miles (in thousands).			Total engine miles. (in thousands)
			Passenger.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous (including light, assisting required, assisting not required, siding and departmental).	Total.	
1	2	3	4	5	6	7	8	9	10	11
Class III—*concld.*										
Dehri-Rohtas Light	2′ 6″	*1924-25*	..	*54*	..	*54*	..	..	..	*54*
		1925-26	..	50	..	50	..	..	..	50
Dholpur-Bari	2′ 6″	*1924-25*	*4*	*66*	*3*	*73*	*8*	*2*	*10*	*83*
		1925-26	3	80	..	83	10	3	13	96
Futwah-Islampur	2′ 6″	*1924-25*	..	*40*	..	*40*	*1*	..	*1*	*41*
		1925-26	..	39	..	40	4	..	4	44
Howrah-Sheakhala Light	2′ 0″	*1924-25*	*21*	*38*	..	*59*	*1*	*1*	*2*	*61*
		1925-26	20	39	..	60	2	1	3	63
Jagadhri Light	2′ 0″	*1924-25*	..	*10*	..	*10*	*1*	..	*1*	*11*
		1925-26	..	15	..	15	1	..	1	16
Jessore-Jhenidah	2′ 6″	*1924-25*	..	*42*	*2*	*44*	*20*	*21*	*41*	*85*
		1925-26	..	63	2	65	21	27	48	114
Jorhat (Provincial)	2′ 0″	*1924-25*	*32*	*44*	*11*	*87*	..	..	..	*87*
		1925-26	8	35	3	46	..	..	..	46
Kalighat-Falta	2′ 6″	*1924-25*	*49*	*61*	..	*110*	*78*	*20*	*98*	*208*
		1925-26	20	92	..	112	89	21	110	222
Kolar District*	2′ 6″	*1924-25*	..	..	..	..	..	..	..	..
		1925-26	..	..	..	..	..	..	..	..
Kulasekarapatnam Light	2′ 0″	*1924-25*	..	*17*	*1*	*18*	..	..	..	*18*
		1925-26	..	16	..	16	..	..	..	16
Porbandar State	3′ 3⅜″	*1924-25*	*51*	..	*29*	*81*	*27*	*1*	*28*	*109*
		1925-26	51	..	24	75	26	..	26	101
Tarikere-Narasimharajapura Light.	2′ 0″	*1924-25*	..	*20*	*3*	*29*	3	*1*	*4*	*33*
		1925-26	..	20	16	*40*	1	2	*3*	43
Tezpore-Balipara Light	2′ 6″	*1924-25*	..	*37*	..	*37*	..	..	..	*37*
		1925-26	..	38	..	38	..	..	..	38
Trivellore Light	2′ 0″	*1924-25*	*13*	..	*3*	*16*	..	..	..	*16*
		1925-26	10	..	3	13	..	..	..	13
Udaipur-Chittorgarh	3′ 3⅜″	*1924-25*	*2*	*101*	..	*103*	*8*	..	*8*	*111*
		1925-26	..	101	3	104	8	..	8	112
Total Class III Railways	..	*1924-25*	*288*	*1,243*	*67*	*1,612*	*244*	*105*	*349*	*1,961*
		1925-26	243	1,315	71	1,638	264	115	*379*	2,017

* Included with the Bangalore

for the years 1924-25 and 1925-26—concld.

Number of tons of fuel consumed.					Average cost at pit's mouth or at station of supply.				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives.			
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
12	13	14	15	16	17	18	19	20	21	22	22	24
					Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	R.	Rs.
..	*2,514*	..	..	*2,514*	..	9·09	..	..	..	*13·06*	..	...
..	..	..	..	..	..	..	..	..	..	..	..	...
..	*1,445*	*4*	..	*1,446*	..	*11·06*	*10·40*	..	..	*20·97*	*10·40*	...
..	1,816	4	..	1,817	..	11·00	7·88	..	..	21·48	7·88	..
..	*709*	..	..	*709*	..	*5·75*	..	..	..	*10·75*	..	...
..	*733*	..	..	733	..	5·19	..	..	..	10·25	..	...
..	*1,200*	..	..	*1,200*	..	*5·75*	..	..	..	*10·12*	..	...
..	1,195	..	..	1,195	..	5·19	..	..	..	9·80	..	...
..	*140*	*3*	..	*141*	..	*6·12*	*27·00*	..	..	*24·00*	*27·00*	..
..	199	3	..	200	..	4·50	27·00	..	..	14·00	27·00	..
..	*1,399*	..	..	*1,399*	..	*6·00*	..	..	..	*11·28*	..	...
..	1,707	..	..	1,707	..	6·00	..	..	..	11·00	..	...
..	*1,003*	..	..	*1,003*	..	*16·73*	..			*18·82*	..	..
..	972	..	..	972	..	4·75	..	..		15·64	..	...
..	*3,413*	..	..	*3,413*	..	*6·00*	..	...	...	*10·90*	..	..
..	3,609	..	..	3,609	..	5·00	..	..	..	9·91	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	...	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	...	..	..	..
..	*2,548*	*8*	..	*2,551*	..	*8·00*	*21·00*	..	..	*26·00*	*21·00*	..
..	2,789	7	..	2,792	..	7·00	9·00	..	..	25·00	9·00	..
..	*444*	*22*	..	*453*	..	*5·75*	*10·50*	..	..	*26·00*	*10·50*	..
..	622	32	..	635	..	5·50	10·50	..	..	25·00	10·50	..
..	*781*	..	..	*781*	..	..	..	..	..	*27·00*	..	..
..	702	..	..	702	..	..	..	..	..	27·00	..	..
..	*35*	*294*	..	*152*	..	*14·00*	*8·50*	...	...	*21·37*	*8·50*	..
..	..	349	..	140	..	..	9·50	..	...	..	9·50	..
..	*1,544*	*28*	...	*1,555*	..	*8·25*	*7·00*	..	..	*20·31*	*7·00*	..
..	1,598	19	...	1,606	..	7·37	7·00	...	..	19·51	7·00	..
548	*33,389*	*2,165*	..	*34,802*	..	..	..	...	...	..	..	..
921	32,775	813	8	34,037	..	..	..	...	...	..	..	..

Chik Balapur Light Railway.

APPENDICES.

APPEN

Value of Stores Purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

NOTE.—Materials commonly purchased in India such as coal and coke

Stores purchased.	Assam Bengal.			Bengal and North-Western.			Bengal Nagpur.		
	A	B	C	A	B	C	A	B	C
1. Bridge work	31	4	23	21	1	..	1,27	..	2,50
2. Engineers' plant, excluding petty tools.	5	5	1	2	7	2	1	1,03	..
3. Workshop machinery and heavy tools.	19	4	...	15	2	..	3,53	48	..
4. Permanent-way :—									
(*a*) Rails	...	...	1,74	...	..	4,11	4,10	..	21
(*b*) Steel sleepers ...	...	...	...	...	..	..	12,52	..	...
(*c*) Cast iron sleepers	...	...	..	...	..	..	..	...	4
(*d*) Wooden sleepers	...	...	4,43	...	..	2,52	..	1,94	12,96
(*e*) Chairs and fastenings.	8	31	56	88	7	39	54	7,69	1,55
(*f*) Concrete sleepers	...	...	...	...	...	..	..	..	..
5. Rolling-stock :—									
(*a*) Locomotives and spare parts.	24	39	5	1,58	8	..	33,70	1,84	11
(*b*) Coaching stock ..	...	...	...	2,25	..	..	1,07	..	...
(*c*) Goods stock ..	..	...	...	6,74	..	...	26,32	11	..
(*d*) Spare parts—coaching and goods stock.	38	14	6	44	12	3	33,28	7,56	48
(*e*) Motor cars ...	..	..	..	...	...	...	...	..	...
6. Building and station materials and fencing.	..	1,53	94	12	17	8	..	3,45	5,39
7. Tools and Stores :—									
(*a*) Tools and cutlery	5	21	4	33	36	2	43	1,47	18
(*b*) Steel (excluding permanent-way materials).	4	40	13	27	13	...	54	1,17	15
(*c*) Iron (excluding permanent-way materials)	...	14	5	74	99	1	90	1,73	41
(*d*) Other metals ...	...	51	1	30	62	9	35	79	..
(*e*) Timber ..	...	...	87	...	...	2,04	..	..	4,37
(*f*) Oils	...	20	1,60	...	2,27	56	1	6,98	2,11
(*g*) Portland cement	...	1	41	...	...	1	..	33	65
(*h*) All other stores	5	1,36	1,10	90	1,85	2,93	2,57	16,66	8,28
8. Electrical plant and materials.	4,69	1,05	..	48	39	1	35	3,81	..
Total ...	6,08	6,38	12,23	15,41	7,15	12,82	1,21,49	57,04	39,39

DIX A.

year 1925-26 (In thousands of rupees).

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

stones, bricks, lime, ballast, etc., are not included.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian.		
A	B	C	A	B	C	A	B	C	A	B	C
3,59	32	..	25	47	9	..	12	1,18	16,18	5,17	2
12	85	63	22	5	4	4	82	21	40	2,99	1,34
94	1,16	3	1,47	5	..	1,98	1,77	1	13,28	4,40	..
..	..	24,33	3,58	10	12,03	..	..	17,22	12,63	6	3,47
13,59	..	2,62	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	21	..	..	..
..	..	32,72	..	..	9,25	..	..	39,85	..	..	49,89
3,47	2,84	2,93	2,61	15	62	1,24	19	6,15	2,09	1,58	..
..	..	..	..	..	..	..	..	..	..	..	..
9,79	46	5,35	5,35	4	..	9,54	73	6	5,79	1,03	..
..	..	..	1,58	8	1	3,24	..	54	12,72	..	..
..	..	..	10,91	..	..	17	..	17	63,21	..	77,08
53,57	2,78	8,03	4,89	..	..	6,08	2,09	89	25,75	15,50	..
1	23	..	..	1	1	..	..	..	..	29	..
1,02	5,53	68	1,76	1,12	87	75	1,71	1,85	2,61	21,39	20
4,16	1,91	52	36	29	3	2	1,24	53	1,52	2,59	23
11,29	3,19	41	2,81	63	95	..	15	..	1,61	5,23	..
1,99	89	21	9	58	18	5	2,13	2,26	1,18	2,95	3,34
1,53	3,74	37	47	6	96	..	83	1,39	1,05	8,60	..
..	..	12,35	..	..	8,60	..	..	5,02	..	..	16,62
..	7,48	5,22	..	1,12	3,05	..	4,61	3,45	..	17,61	2,14
..	..	2,46	31	57	..	..	18	64	..	..	71
3,84	12,30	40,06	2,90	2,89	4,54	97	7,49	10,67	7,55	19,68	50,89
9,25	6,43	8	62	31	..	11	5,15	1	6,95	11,50	15
1,18,16	50,11	1,39,00	40,18	8,52	41,23	24,19	29,21	92,31	1,73,92	1,20,57	2,06,08

APPEN

Value of Stores purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

NOTE.—Materials commonly purchased in India, such as coal and coke,

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A	B	C	A	B	C	A	B	C
1. Bridge work	3,83	..	...	5,12	..	..	5,46	78	..
2. Engineers' plant, excluding petty tools.	60	96	14	1,10	11	...	59	1,45	17
3. Workshop machinery and heavy tools.	6,06	1,36	4	13,05	16	..	3,91	5,06	2
4. Permanent-way :—									
(*a*) Rails	6,78	..	9,23	..	...	3,95	...	...	20,42
(*b*) Steel sleepers ..	17,02	..	..	..	..	..	..	...	...
(*c*) Cast iron sleepers	..	..	4,20	..	..	2,12	...	...	18,64
(*d*) Wooden sleepers	..	11,79	15,23	..	..	21,52	..	...	63,99
(*e*) Chairs and fastenings.	5,00	2	62	10,41	..	91	1,63	...	5,87
(*f*) Concrete sleepers	..	..	..	..	..	..	..	..	8
5. Rolling-stock :—									
(*a*) Locomotives and spare parts.	15,43	1,66	13	20,44	93	2	10,66	2,57	1
(*b*) Coaching stock ..	8,21	..	..	1,15	6	11	56,06	13	..
(*c*) Goods stock ..	56,59	..	..	11,46	..	2,33	4	4,69	...
(*d*) Spare parts—coaching and goods stock.	15,64	10,15	1,84	11,60	39	2	..	9,62	8
(*e*) Motor cars ..	..	1,00	..	32	...	..	..	23	..
6. Building and station materials and fencing.	3,32	6,87	2,55	2,26	26	1,11	90	2,19	1,16
7. Tools and stores :—									
(*a*) Tools and cutlery	1,02	1,79	23	87	61	17	32	1,16	28
(*b*) Steel (excluding permanent-way materials).	96	5,83	4	2,74	81	1	2,44	5,14	6,64
(*c*) Iron (excluding permanent-way materials).	10	1,24	40	1,23	2,29	1,15	...	5,68	1,56
(*d*) Other metals ..	1,65	8,30	2	87	1,88	1,63	...	3,86	2,55
(*e*) Timber ..	...	30	11,65	..	..	4,12	...	...	11,78
(*f*) Oils	...	14,08	2,57	3	6,78	1,50	...	20,50	20,27
(*g*) Portland cement	..	14	1,31	38	49	...	...	16	2,06
(*h*) All other stores	7,04	16,64	19,30	3,29	6,05	6,03	4,16	6,08	11,70
8. Electrical plant and materials.	32,82	5,86	3	7,53	83	52	6,17	17,55	6
Total ..	1,82,07	87,99	69,53	93,85	21,65	47,22	92,34	86,85	1,67,34

DIX A—*concld.*

year 1925-26 (In thousands of rupees)—concld.

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

stones, bricks, lime, ballast, etc., are not included.

Rohilkund and Kumaon.			South Indian.			Total expenditure for railways who have reported for 1925-26.		
A	B	C	A	B	C	A	B	C
..	..	..	6,30	52	4	42,52	7,43	4,06
..	..	..	1,16	80	3	4,31	9,18	2,59
..	4	..	45	35	2	45,01	14,89	12
..	..	..	8,66	1,24	3,21	35,75	140	99,92
..	..	..	16,81	25	..	59,94	25	2,62
..	..	..	..	95	..	..	95	25,21
..	..	1,45	..	1,74	26,14	..	15,47	2,79,95
26	1	..	4,93	72	91	33,14	13,58	20,51
..	..	..	..	..	..	..	..	8
11	4	..	5,63	10	1	1,18,26	9,87	5,74
11	5	..	61	..	..	87,00	32	66
13	..	..	15,77	..	..	1,91,34	4,80	79,58
7	7	..	2,52	83	12	1,54,22	49,25	11,55
..	..	..	48	..	..	81	1,76	1
..	14	..	10,32	7,78	1,77	23,06	52,14	16,60
..	13	2	12	64	11	9,20	12,40	2,36
..	8	..	14	1,57	5	22,24	24,33	8,38
..	49	..	60	1,69	6	6,88	20,80	9,63
..	26	..	88	96	3	7,10	30,41	7,05
..	..	41	..	1	2,38	..	31	80,21
..	2	58	..	3,31	2,12	4	84,96	45,17
..	..	2	8	1,73	..	77	3,61	8,27
23	60	60	1,76	4,45	4,73	35,26	96,05	1,60,83
..	15	..	2,83	1,40	35	71,80	54,43	1,21
91	2,08	3,08	80,05	31,04	42,08	9,48,65	5,08,59	8,72,31

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo-Ramgarh —	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	1923-24	25,51,998	452,311	6,836	70,309	529,456
			1924-25	29,37,572	617,996	7,345	73,511	698,852
			1925-26	30,29,180	619,794	..	101,582	721,376
Swang	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	1924-25	7,13,874	37,000	..	6,626	43,626
			1925-26	8,53,754	52,862	..	5,800	58,662
Kurhurbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1923-24	52,21,660	516,167	8,908	105,269	630,344
			1924-25	52,79,523	520,353	7,882	124,410	652,645
			1925-26	56,04,489	558,356	96,941	108,325	763,622
Mohpani — —	Great Indian Peninsula Railway.	Central Provinces.	1923-24	8,99,935	69,352	15,947	35	85,334
			1924-25	9,09,201	67,718	3,623	..	71,341
			1925-26	8,13,981	71,975	4,539	..	76,514
Bhurkunda	Great Indian Peninsula Railway.	Bihar and Orissa.	1924-25	26,58,608	..	..	..	..
			1925-26	28,81,585	5,295	..	..	5,295
Kargali — —	Great Indian Peninsula Railway.	Bihar and Orissa.	1923-24	28,61,784	362,924	21,067	572	384,563
			1924-25	30,63,420	510,611	9,527	8,707	528,845
			1925-26	44,96,483	563,222	36,257	5,960	605,439
Khost — —	North Western Railway.	Baluchistan ..	1923-24	2,73,915	3,122	—	‡21,030	24,152
			1924-25	2,73,916	2,498	—	18,888	21,386
			1925-26	2,73,662	1,100	—	6,447	7,547
Khost Pressed Fuel Factory	North Western Railway.	Baluchistan ..	1923-24	23,408	..	..	..	13,955
			1924-25	20,028	..	..	..	16,773
			1925-26	48,092	..	..	..	5,934

‡ Dust coal.

DIX B.

for the years 1923-24 to 1925-26.

Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Remarks.
10	11	12	13	14	15	16	17
Tons.	Rs.	Rs.		Tons.			
529,836	13,77,071	2·60	4,800	110	..	11	
698,482	17,64,185	2·52	6,002	116	2	20	
721,236	17,25,112	2·39	1,728	418	3	14	
43,423	1,30,878	3·00	242	180	..	..	
58,263	1,50,321	2·56	312	188	..	1	
629,925	31,06,590	4·92	7,500	84	7	27	
652,792	35,29,003	5·41	8,468	77	8	19	
760,359	32,99,615	4·32	4,875	157	8	36	
86,091	7,63,022	8·94	1,613	53	2	..	
76,589	6,94,117	9·73	1,345	53	2	2	
75,761	7,14,221	9·33	1,528	50	..	..	
..	..	..	50	..	1	..	
..	..	..	50	105	..	..	
380,063	15,35,497	3·99	2,907	132	..	10	
529,097	18,50,664	3·50	3,605	144	3	5	
603,819	17,14,678	2·83	4,041	150	1	2	
22,249	3,41,782	14·2	556	43	5	3	
23,329	3,07,970	14·4	484	44	6	3	
7,882	90,240	12·0	159	47	1	1	
13,955	3,45,589	24·8	26	537	..		
16,773	3,77,441	22·5	22	762	1	..	
5,934	1,26,370	21·3	15	396	..	..	

APPENDIX C.

Statement of Number of Servants of all races employed on each Railway system (open lines only) at the close of the years 1924-25 and 1925-26.

Railway.	Number of servants employed.												Remarks.
	Europeans.		Statutory Indians.								Grand total.		
			Hindus.		Muslims.		Other classes.		Total.				
	1924-25.	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS I.													
Assam-Bengal	*74*	69	*7,505*	7,763	*3,512*	3,603	*387*	366	*11,404*	11,732	11,478	11,801	
Bengal and North-Western	*117*	112	*23,134*	23,646	*2,759*	3,129	*327*	333	*26,220*	27,108	*26,337*	27,220	
Bengal-Nagpur ..	*663*	664	*51,173*	51,771	*6,041*	6,419	*1,783*	1,801	*58,997*	59,991	*59,660* (a)	60,655	(a) Revised figures.
Bombay, Baroda and Central India.	*351*	338	*54,764*	55,508	*11,823*	12,279	*4,011*	4,040	*70,598*	71,827	*70,949*	72,165	
Burma	*104*	117	*14,933*	14,397	*2,356*	3,036	*4,577*	5,632	*21,866*	23,065	*21,970* (a)	23,182	
Eastern Bengal ..	*335*	325	*34,789*	38,421	*14,618*	14,044	*651*	781	*50,058*	53,246	*50,393* (a)	53,571	
East Indian	*1,689*	1,237	*134,661*	100,412	*25,188*	26,602	*2,855*	3,270	*162,704*	130,284	*164,393*	131,521	
Great Indian Peninsula	*644*	725	*76,186*	85,974	*11,364*	12,215	*5,741*	6,223	*93,291*	103,512	*93,935* (a)	104,237	
Jodhpur	*25*	27	**5,614*	5,470	*1,655*	1,643	*94*	99	*7,363*	7,212	*7,388*	7,239	
Madras and Southern Mahratta.	*283*	247	*40,635*	41,167	*5,564*	5,666	*4,373*	4,564	*50,572*	51,397	*50,855*	51,644	
Nizam's Guaranteed State	*84*	84	*10,462*	10,422	*2,722*	2,797	*1,138*	971	*14,322*	14,190	*14,406*	14,274	
North-Western ..	*951*	786	*24,064*	44,882	*69,563*	67,052	*2,212*	3,146	*105,839*	115,080	*106,790* (a)	115,866	
Rohilkund and Kumaon	*20*	19	*3,670*	3,721	*1,969*	2,024	*30*	34	*5,669*	5,779	*5,689* (a)	5,798	
South Indian	*139*	148	*25,475*	26,248	*1,840*	1,954	*3,911*	3,976	*31,226*	32,178	*31,365* (a)	32,326	
Total ..	*5,479*	4,898	*517,065*	508,902	*160,974*	162,463	*32,090*	35,236	*710,129*	706,601	*715,608* (a)	711,499	
CLASS II.													
Barsi Light	*5*	7	*784*	845	*149*	182	*34*	38	*967*	1,065	*972*	1,072	
Bengal-Dooars ..	*6*	6	*1,426*	1,438	*185*	235	*27*	30	*1,638*	1,703	*1,644*	1,709	
Bhavnagar State ..	*3*	3	*2,566*	2,539	*201*	243	*52*	40	*2,819*	2,822	*2,822*	2,825	
Bikaner State	*8*	9	*2,622*	2,862	*470*	740	*1*	11	*3,093*	3,613	*3,101*	3,622	
Darjeeling-Himalayan ..	*14*	13	*1,806*	1,870	*77*	80	*43*	46	*1,926*	1,996	*1,940*	2,009	
Dibru-Sadiya	*12*	13	*2,472*	2,419	*211*	218	*20*	22	*2,703*	2,659	*2,715*	2,672	
Gaekwar's Baroda State..	*4*	2	*†2,879*	2,803	*64*	251	*13*	89	*2,956*	3,143	*2,960*	3,145	
Gondal	*1*	1	*1,226*	1,238	*85*	84	*8*	8	*1,369*	1,330	*1,370*	1,331	
Gwalior Light‡.. ..	*1*	1	*709*	716	*145*	159	*7*	7	*861*	882	*862* (a)	883	
Howrah-Amta Light‡ ..	*2*	2	*848*	837	*140*	143	*5*	10	*993*	990	*995*	992	
Jamnagar and Dwarka‡..	*1*	1	*807*	853	*285*	123	*4*	4	*1,096*	980	*1,097*	981	
Junagad State ..	*1*	1	*900*	906	*185*	191	*14*	17	*1,099*	1,114	*1,100*	1,115	
Morvi	..	..	*568*	586	*50*	50	*1*	1	*619*	637	*619*	637	
Mysore	*5*	4	*888*	903	*138*	123	*115*	107	*1,141*	1,133	*1,146*	1,137	
Shahdara (Delhi) Saharanpur Light.‡	*3*	3	*454*	484	*174*	180	*1*	2	*629*	666	*632*	669	
Total ..	*66*	66	*21,005*	21,299	*2,559*	3,002	*345*	432	*23,909*	24,733	*23,975* (a)	24,799	
Class III, Total ..	*22*	22	*4,360*	4,273	*856*	900	*395*	367	*5,611*	5,540	*5,633* (a)	5,562	
Grand Total ..	*5,567*	4,986	*542,430*	534,474	*164,389*	166,365	*32,830*	36,035	*739,649*	736,874	*745,216* (a)	741,860	

* Includes 176 employees about whom full particulars are not available.
† Includes Muslims and other classes of the Loco. Department as the information by classes is not available.
‡ Shown under Class III in the Report by the Railway Board on Indian Railways for 1924-25.

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1925-26 and the preceding four years.

Class of accidents.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.
I.—*Accidents to trains*—					
Collisions—					
Passenger trains	86	68	82	79	65
Other trains and light engines	237	236	346	403	375
Derailments—					
Passenger trains	378	300	346	404	347
Other trains	4,068	3,236	3,543	4,011	4,397
II.—*Accidents due to failure of engines and rolling-stock*—					
Bursting of boilers or tubes, etc., of engines.	374	353	364	276	275
Failure of machinery, springs, etc., of engines.	1,780	1,720	1,750	1,879	2,178
Failure of tyres and wheels	22	29	30	34	20
ditto axles	102	78	156	170	145
ditto brake apparatus	23	18	42	32	33
ditto couplings	2,575	2,401	2,664	3,080	2,722
III.—*Accidents due to failure of permanent-way, etc.*—					
Broken rails	379	325	356	298	361
Failure of tunnels, bridges, viaducts, culverts, etc.	2	3	4	6	12
Flooding of portions of permanent-way.	139	93	112	141	92
Slips in cuttings or embankments	47	85	69	75	40
IV.—*Accidents due to fire*—					
Fire in trains	488	418	333	296	206
Fire at stations or involving injury to bridges or viaducts.	126	85	54	72	84
V.—*Other accidents*—					
Trains running over cattle on the line.	7,525	8,042	8,749	8,350	9,612
Trains running over obstructions on the line.	273	250	259	287	294
Miscellaneous	735	572	561	593	836
TOTAL	19,359	18,312	19,820	20,486	22,094

	1921-22.		1922-23.		1923-24.		1924-25.		1925-26.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
NUMBER OF PERSONS KILLED OR INJURED—										
A.—*In accidents to trains, rolling-stock and permanent-way*—										
Passengers	181	228	30	154	63	214	117	206	22	161
Railway servants	28	134	30	125	21	374	36	168	20	141
Other persons	18	32	17	24	65	39	19	34	35	78
TOTAL	227	394	77	303	149	627	172	408	77	380
B.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—										
Passengers	455	1,299	364	1,170	300	1,038	295	1,085	352	1,131
Railway servants	417	739	345	671	355	585	386	721	333	1,285
Other persons	2,040	669	1,890	712	1,945	678	2,016	764	2,081	817
TOTAL	2,912	2,707	2,599	2,553	2,600	2,301	2,697	2,570	2,766	3,233
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—										
Passengers	92	42	11	44	9	20	6	21	3	31
Railway servants	58	457	47	554	41	461	44	600	49	1,397
Other persons	16	8	6	15	19	38	26	59	23	68
TOTAL	166	507	64	613	69	519	76	680	75	1,996
TOTAL PASSENGERS	728	1,569	405	1,368	372	1,272	418	1,312	377	1,323
TOTAL RAILWAY SERVANTS	503	1,330	422	1,350	417	1,420	466	1,489	402	3,323
TOTAL OTHER PERSONS	2,074	709	1,913	751	2,029	755	2,061	857	2,139	963
GRAND TOTAL	3,305	3,608	2,740	3,469	2,818	3,447	2,945	3,658	2,918	5,609

Number of persons killed or injured during the year 1925-26 by the movement of trains and railway vehicles between passengers, railway servants and other persons, and classifying, as far as practicable,

Serial No.	Class of accident.		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
	PASSENGERS.									
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.									
1	From falling between trains and platforms ..	Killed ..	..	..	..	3	3	2	5	4
		Injured ..	..	..	1	14	2	2	22	7
2	From falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed ..	..	..	..	..	6	..	9	3
		Injured ..	1	4	8	25	10	3	23	11
3	Whilst crossing the line at stations	Killed ..	..	2	..	2	1	..	6	3
		Injured ..	..	..	1	4	..	..	5	6
4	By closing of carriage doors	Killed ..	..	..	..	..	..	..	3	..
		Injured ..	..	..	3	5	..	..	1	..
5	From falling or jumping out of carriages during the running of trains.	Killed ..	1	5	8	10	7	5	36	16
		Injured ..	8	64	68	75	24	33	108	98
6	By other accidents	Killed ..	..	..	4	1	..	..	13	..
		Injured ..	..	..	2	21	..	..	14	2
7	TOTAL PASSENGERS ..	Killed ..	1	7	12	16	17	7	72	26
		Injured ..	9	68	83	144	36	38	173	124
	RAILWAY SERVANTS.									
	ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1	Whilst coupling or uncoupling vehicles ..	Killed ..	..	2	..	4	..	1	2	5
		Injured ..	1	..	6	36	7	4	13	55
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ..	..	..	..	..	..	..	1	..
		Injured ..	..	..	..	2	2	..	2	1
3	Whilst passing over or standing upon buffers during shunting.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	2	..	..	..	..	..
4	When getting on or off or falling off, engines, wagons, etc., during shunting.	Killed ..	..	..	..	..	..	1	1	1
		Injured ..	..	..	1	3	5	..	6	10
5	Whilst braking, spragging or choking wheels.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	..	5	..	..	5	14
6	Whilst attending to ground points, marshalling trains, etc.	Killed ..	..	..	..	..	..	..	..	3
		Injured ..	..	..	..	1	..	..	..	3
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	8	1	..	..	..	..
8	By other accidents during shunting operations not included in the preceding.	Killed ..	..	..	..	..	..	4	..	8
		Injured ..	1	..	4	5	4	3	13	18
9	TOTAL ..	Killed ..	..	2	..	4	..	6	4	17
		Injured ..	2	..	21	53	18	7	39	101

DIX D(*ii*).

exclusive of trains, etc., accidents included in Appendix D (iii) *on all railways open for traffic, distinguishing the nature and causes of the accidents occasioning death or injury.*

Jodhpur.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No.
						1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	
..	..	..	8	..	1	26	*40*	..	..	..	*1*	26	*41*	1
..	..	..	8	..	..	56	*47*	..	..	..	..	56	*47*	
..	1	..	17	..	4	40	*39*	..	*2*	..	*2*	40	*43*	2
..	2	4	22	..	4	117	*139*	1	..	2	*2*	120	*141*	
..	..	..	6	..	..	20	*25*	2	*1*	2	..	24	*26*	3
1	..	..	3	1	..	21	*26*	1	*3*	..	..	22	*29*	
..	..	..	1	..	..	4	..	..	..	..	..	4	..	4
..	..	..	3	..	..	12	*11*	..	..	..	..	12	*11*	
..	16	1	92	12	18	227	*162*	4	*4*	1	*1*	232	*167*	5
5	71	19	166	..	69	808	*759*	39	*29*	11	*14*	858	*801*	
..	1	..	4	..	2	25	*14*	1	*4*	..	..	26	*18*	6
1	14	5	1	..	3	63	*55*	..	..	..	*1*	63	*56*	
..	18	1	128	12	25	342	*280*	7	*11*	3	*4*	352	*295*	7
7	87	28	203	1	76	1,077	*1,036*	41	*32*	13	*17*	1,131	*1,085*	
..	..	1	9	..	..	24	*22*	..	..	..	*1*	24	*23*	1
2	15	2	15	..	5	161	*110*	5	*1*	2	..	168	*111*	
..	..	..	..	..	..	1	..	..	*2*	..	..	1	*2*	2
..	..	..	..	..	..	7	*1*	3	*2*	..	..	10	*3*	
..	..	..	2	..	..	2	*1*	..	..	..	..	2	*1*	3
..	1	..	1	..	..	4	*7*	..	*2*	..	..	4	*9*	
..	..	..	1	1	..	5	*9*	..	..	..	..	5	*9*	4
1	4	..	1	..	..	31	*27*	5	..	..	..	36	*27*	
..	..	..	..	..	..	..	*3*	..	..	..	..	..	*3*	5
..	1	..	..	..	..	25	*12*	2	..	..	..	27	*12*	
..	..	..	..	..	..	3	*4*	1	..	..	..	4	*4*	6
1	..	..	..	..	..	5	*9*	..	..	..	*1*	5	*10*	
..	..	..	..	..	..	..	*2*	..	..	..	..	..	*2*	7
..	..	..	..	..	..	9	*7*	..	..	..	..	9	*7*	
..	..	..	13	..	..	25	*30*	..	..	..	..	25	*30*	8
..	8	12	23	2	2	95	*52*	1	*1*	..	..	96	*53*	
..	..	1	25	1	..	60	*71*	1	*2*	..	*1*	61	*74*	9
4	29	14	40	2	7	337	*225*	16	*6*	2	*1*	355	*232*	

APPEN

Number of persons killed or injured during the year 1925-26 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Serial No.	Class of accident.		Assam-Bengal.	Bengal and North Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
	RAILWAY SERVANTS—*concld.*									
	Brought forward	Killed	..	2	..	4	..	6	4	17
		Injured	2	..	21	53	18	7	39	101
	OTHER ACCIDENTS.									
10	From falling off engines, etc., during the running of trains.	Killed	..	..	..	1	1	1	1	4
		Injured	..	1	3	13	7	6	16	16
11	By coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	1	2	..
		Injured	..	..	..	4	1	..	5	8
12	When getting on or off engines, vans, etc., during the running of trains.	Killed	..	1	..	..	..	1	3	5
		Injured	..	1	4	4	2	2	12	34
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	1	..
		Injured	..	1	10	6	3	..	23	78
14	Whilst working on the permanent-way, sidings, etc.	Killed	..	..	..	..	1	1	8	4
		Injured	..	..	4	..	3	2	18	7
15	Whilst attending to gates at level-crossings	Killed	..	..	..	1	..	6	..	1
		Injured	..	1	..	2	..	1	1	1
16	Whilst walking, crossing, or standing on the line on duty.	Killed	..	..	..	17	4	4	6	45
		Injured	1	..	4	40	2	8	15	45
17	From being caught between vehicles	Killed	1	..	..	2	..	..	4	5
		Injured	..	..	2	..	1	..	4	2
18	From falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	3	..	..	2	..
		Injured	..	..	..	9	1	..	5	2
19	Whilst walking, etc., on the line on the way home or to work.	Killed	..	..	..	6	2	2	13	4
		Injured	..	..	1	12	2	..	12	9
20	Miscellaneous	Killed	..	2	6	1	3	4	14	1
		Injured	4	1	57	73	9	3	84	18
21	TOTAL	Killed	1	3	6	31	11	20	54	69
		Injured	5	5	85	163	31	22	195	220
	TOTAL RAILWAY SERVANTS	Killed	1	5	6	35	11	26	58	86
		Injured	7	5	106	216	49	29	234	321
	OTHER PERSONS.									
1	Whilst passing over the railway at level crossings.	Killed	25	..	..	6	..	1	5	..
		Injured	29	..	..	5	..	..	4	..
2	While trespassing on the line	Killed	..	126	163	164	76	169	356	178
		Injured	..	60	109	87	35	66	104	43
3	Suicides	Killed	..	38	19	8	4	4	105	30
		Injured	..	2	5	..	..	..	5	1
4	Miscellaneous	Killed	..	1	3	3	6	2	35	1
		Injured	1	3	3	..	7	..	32	2
	TOTAL OTHER PERSONS	Killed	25	165	185	181	86	176	501	209
		Injured	30	65	117	92	42	66	145	46
	GRAND TOTAL	Killed	27	177	203	232	114	209	631	321
		Injured	46	138	306	452	127	133	552	491

DIX D(*ii*)—*concld.*

vehicles exclusive of trains, etc., accidents included in Appendix D (iii) *on all railways open for traffic far as practicable, the nature and causes of the accidents occasioning death or injury.*

Jodhpur.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No.
						1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	
..	..	1	25	1	..	60	*71*	1	*2*	..	*1*	61	*74*	
4	29	14	40	2	7	337	*225*	16	*6*	2	*1*	355	*232*	
..	2	1	3	1	..	15	*11*	2	*1*	..	..	17	*12*	10
..	11	3	17	..	..	93	*45*	13	*3*	..	*2*	106	*50*	
..	..	..	3	..	..	6	*6*	..	..	..	..	6	*6*	11
..	1	..	4	..	..	23	*12*	..	..	..	..	23	*12*	
..	..	..	2	..	..	12	*13*	2	*3*	..	..	14	*16*	12
..	4	2	10	..	..	75	*35*	1	..	..	..	76	*35*	
..	..	..	2	..	..	3	*1*	..	..	..	*1*	3	*2*	13
..	..	..	3	..	..	124	*39*	..	*5*	..	..	124	*44*	
..	1	5	2	..	..	22	*22*	1	..	..	..	23	*22*	14
..	10	3	7	..	..	54	*22*	..	*4*	..	..	54	*26*	
..	..	..	1	..	..	9	*7*	..	*1*	..	..	9	*8*	15
..	..	..	..	..	..	6	*7*	..	..	..	*1*	6	*8*	
..	3	..	15	..	1	95	*138*	..	*2*	..	..	95	*140*	16
..	9	1	14	..	..	139	*90*	2	..	..	..	141	*90*	
..	2	..	2	..	..	16	*7*	..	..	..	..	16	*7*	17
..	3	..	..	..	..	12	*15*	1	*3*	..	..	13	*18*	
..	..	..	2	..	1	8	*19*	1	..	..	..	9	*19*	18
..	..	..	2	..	..	19	*23*	2	..	..	..	21	*23*	
..	1	1	12	..	..	41	*35*	1	..	..	..	42	*35*	19
2	1	..	7	1	..	47	*23*	..	..	..	..	47	*23*	
..	1	2	2	..	..	36	*44*	2	*1*	..	..	38	*45*	20
1	42	4	5	1	5	307	*155*	11	*5*	1	..	319	*100*	
..	10	9	46	1	2	263	*303*	9	*8*	..	*1*	272	*312*	21
3	81	13	69	2	5	899	*466*	30	*20*	1	*3*	930	*489*	
..	10	10	71	2	2	323	*374*	10	*10*	..	*2*	333	*386*	
7	110	27	109	4	12	1,236	*691*	46	*26*	3	*4*	1,285	*721*	
..	2	..	3	..	..	42	*29*	2	*1*	..	..	44	*30*	1
..	7	..	12	..	..	57	*25*	..	..	..	..	57	*25*	
1	115	25	121	19	100	1,613	*1,622*	31	*26*	5	*17*	1,649	*1,665*	2
3	36	8	47	5	24	627	*645*	26	*11*	7	*10*	660	*666*	
..	30	2	26	5	33	304	*257*	3	*1*	1	*4*	308	*262*	3
..	3	..	1	..	..	17	*11*	..	..	1	..	18	*11*	
2	2	1	14	2	5	77	*53*	3	*5*	..	*1*	80	*59*	4
3	5	3	8	4	9	80	*60*	1	*1*	1	*1*	82	*62*	
3	149	28	164	26	138	2,036	*1,961*	39	*33*	6	*22*	2,081	*2,016*	5
6	51	11	68	9	33	781	*741*	27	*19*	9	*11*	817	*764*	
3	177	39	363	40	165	2,701	*2,615*	56	*54*	9	*28*	2,766	*2,697*	6
20	248	66	380	14	121	3,094	*2,468*	114	*70*	25	*32*	3,233	*2,570*	

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways open

servants and other persons,

Class of accident.	ASSAM-BENGAL.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	...	..	..	..	..	...	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	...	...	...	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	...	..	...	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	...	...	...	..	..	...	..	..	...	..	..
(*b*) other causes.	...	5	5	..	..	...	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	...	..	..	...	...	...	...	..	...	..	..
(*b*) other causes	...	6	6	...	...	...	...	..	...	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines . . .	...	..	..	...	..	...	...	..	...	..	..
(*b*) The bursting of tubes, etc., of engines .	...	..	..	..	...	...	...	...	...	...	..
(*c*) The failure of machinery, springs, etc., of engines	...	..	..	...	...	...	...	..	..	..	..
(*d*) The failure of tyres	...	...	..	..	...	...	...	..	..	...	..
(*e*) Ditto wheels	...	...	...	...	...	...	...	..	..	..	..
(*f*) Ditto axles	...	..	..	...	...	...	...	..	..	..	..
(*g*) Ditto brake apparatus . . .	...	...	..	..	..	...	..	...	..	..	..
(*h*) Ditto couplings	..	20	20	...	...	..	...	...	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	...	10	10	...	..	..	..	...	...	...	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	...	..	...	..	...	..	..	...	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	...	...	...	..	...	..	..	..
(*d*) Slips in cuttings or embankments . . .	...	1	1	..	..	...	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	...	1	1	...	...	...	...	..	...	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	...	..	..	...	...	...	..	..	..	...	...
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	...	..	..	..	...	..	..	..	...	...	..
(*b*) Trains running over cattle on the line . .	..	100	100	...	...	...	...	...	...	...	..
(*c*) Trains running over obstructions on the line .	..	11	11	...	...	...	..	...	...	...	..
(*d*) Trains running through gates at level-crossings.	...	...	..	..	...	...	...	...	...	...	...
Miscellaneous	...	..	..	...	...	...	..	..	..	...	..
Total . .	..	155	155	...	..	..	..	..	..	..	..

DIX D (*iii*).

for traffic, distinguishing between the different classes of accidents and the number of passengers, railway killed or injured in each class of accident.

Bengal and North-Western.												
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
..	6	6	..	4	..	..	..	..	..	4	2
	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	3	3	..	..	..	..	..	..	..	..	7 (*a*)
..	7	7	..	..	..	..	..	..	..	..	(*b*)
..	1	1	..	..	..	..	..	..	..	..	8 (*a*)
..	6	6	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	45	45	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	..	..	..	..	..	..	(*g*)
..	47	47	..	..	..	..	..	..	..	..	(*h*)
..	2	2	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	1	1	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	1	1	..	..	..	..	..	..	..	..	(*b*)
..	11	11	..	..	..	..	..	..	..	..	12 (*a*)
..	142	142	..	..	..	..	..	..	..	..	(*b*)
..	2	2	..	..	..	..	..	..	..	..	(*c*)
..	3	3	..	..	..	..	3	1	..	1	(*d*)
..	7	7	..	..	..	..	..	..	..	..	(*e*)
..	288	288	..	4	..	..	..	1	..	5	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways
railway servants and other persons,

Class of accident.	Bengal Nagpur.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	51	51	..	..	..	2	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	2	2	..	..	..	..	1	5	1	5
6. Collisions between light engines	..	4	4	..	..	..	4	..	..	..	4
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	4	4	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points	..	12	12	..	..	..	2	..	..	..	2
(*b*) other causes	1	83	84	..	..	..	1	..	..	..	1
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines	..	44	44	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines	..	41	41	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	3	3	..	..	..	..	..	..	..	..
(*f*) Ditto axles	1	8	9	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	186	186	..	..	1	1	..	1	1	2
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	57	57	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanetn-way	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankmonts	..	6	6	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	1	..	..	..	1
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	249	249	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line	..	3	3	..	..	..	..	..	..	..	..
(*d*) Trains running through gates at level-crossings	..	1	1	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	40	40	..	8	..	4	2	26	2	38
Total	2	798	800	..	8	1	15	3	32	4	55

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers killed or injured in each class of accident.

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons*		*Total.*		No. of Heading
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
–	1	1	..	..	..	..	..	..	..	..	1
..	2	2	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	21	21	..	..	..	..	..	..	..	..	4
–	2	2	..	..	..	..	..	..	..	..	5
–	7	7	..	..	..	1	..	..	..	1	6
..	7	7	..	..	..	..	..	..	..	..	7 (a)
..	5	5	..	..	..	..	..	..	..	–	(b)
..	40	40	..	–	..	..	..	..	–	–	8 (a)
..	822	822	..	–	..	..	..	–	–	..	(b)
..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	14	14	..	..	..	..	..	..	..	..	(b)
..	137	137	..	..	..	..	..	..	..	..	(c)
..	..	..	..	–	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	6	6	..	..	..	..	..	..	..	–	(f)
..	..	..	–	..	..	..	..	..	..	..	(g)
–	347	347	..	–	..	1	..	..	..	1	(h)
..	69	69	–	–	..	..	..	..	..	..	10 (a)
..	4	4	..	..	..	..	..	..	..	..	(b)
..	3	3	..	..	..	..	..	..	..	..	(c)
..	4	4	..	–	..	..	..	..	..	..	(d)
2	27	29	..	..	..	–	..	..	–	–	11 (a)
..	6	6	..	..	..	–	..	..	–	..	(b)
–	12	12	..	..	..	–	–	..	..	..	12 (a)
..	852	852	..	–	..	–	..	..	..	..	(b)
9	10	19	..	..	..	..	8	4	8	4	(c)
..	1	1	..	..	..	..	3	..	..	..	(d)
..	31	31	..	..	..	..	..	..	..	..	(e)
11	2,430	2,441	..	–	..	2	8	4	8	6	Total

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways railway servants and other persons.

Class of accident.	Burma.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	1	3	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	11	11	..	..	..	1	..	..	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	5	5	..	..	..	3	..	..	..	3
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	6	..	6	..	..	..	..	..	..	..	..
(*b*) other causes	15	..	15	..	..	..	3	..	..	..	3
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	6	6	..	..	..	..	..	..	..	..
(*b*) other causes	1	88	89	..	..	4	11	..	..	4	11
9. Accidents due to failures of engines and rolling stock—											
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines	..	1	1	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines	..	38	38	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	1	..	1	..	..	..	..	..	..	..	..
(*f*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	47	47	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	3	3	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	2	2	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	32	32	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	5	5	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	39	39	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	5	274	279	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line.	..	42	42	..	..	..	..	..	..	..	..
(*d*) Trains running through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	73	73	..	..	..	2	..	1	..	3
Total	30	676	706	..	..	4	20	..	1	4	21

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, killed or injured in each class of accident.

EASTERN BENGAL.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
2	..	2	7	30	5	5	..	..	12	35	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
											7
1	1	2	..	..	..	..	..	..	..	..	(*a*)
6	..	6	..	..	..	..	..	..	..	..	(*b*)
											8
..	1	1	..	..	..	..	..	..	..	..	(*a*)
..	33	33	..	..	..	..	..	..	..	..	(*b*)
											9
..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	6	6	..	..	..	..	..	..	..	..	(*b*)
..	40	40	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	..	..	..	..	..	..	(*g*)
..	67	67	..	..	..	..	..	..	..	..	(*h*)
											10
..	30	30	..	..	..	..	..	..	..	..	(*a*)
..	1	1	..	..	..	..	..	..	..	..	(*b*)
..	2	2	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
											11
..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	5	5	..	..	..	..	..	..	..	..	(*b*)
											12
..	1	1	..	..	..	..	..	..	..	..	(*a*)
3	214	217	..	..	..	..	..	..	..	..	(*b*)
8	8	16	..	..	..	..	..	..	..	..	(*c*)
..	2	2	..	..	..	..	..	..	..	..	(*d*)
..	14	14	..	..	..	..	..	..	..	..	(*e*)
20	429	449	7	30	5	5	..	..	12	35	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways railway servants and other persons,

Class of accident.	East Indian.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	..	..	4	..	..	..	4
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	11	..	11	..	15	..	5	..	..	..	20
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	6	33	39	..	..	..	23	1	2	1	25
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	5	6	..	..	3	2	..	..	3	2
6. Collisions between light engines	1	13	14	..	..	..	5	..	..	..	5
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	1	2	3	..	1	..	1	..	–	..	2
(*b*) Other causes	4	18	22	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	2	33	35	..	..	..	1	..	..	..	1
(*b*) Other causes	2	338	340	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines	...	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines	..	32	32	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines	...	238	238	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	3	3	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	2	..	2	..	..	..	..	..	..	..	..
(*f*) Ditto axles	3	79	82	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus	1	23	24	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	722	722	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	69	69	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	...	1	1	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	1	7	8	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	3	3	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	1	7	8	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	1	18	19	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	...	14	14	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	...	1,479	1,479	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line	22	14	36	..	..	2	1	3	4	5	5
(*d*) Trains running through gates at level-crossings	..	2	2	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	4	382	386	1	..	..	..	..	..	1	..
Total	64	3,535	3,599	1	16	5	42	4	6	10	64

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers killed or injured in each class of accident.

GREAT INDIAN PENINSULA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	1	1	..	..	..	..	..	..	..	..	1
1	4	5	1	5	..	6	..	..	1	11	2
..	3	3	..	..	..	..	..	..	..	..	3
1	48	49	..	..	1	8	..	..	1	8	4
1	22	23	..	..	1	7	..	..	1	7	5
1	15	16	..	..	1	3	..	..	1	3	6
..	3	3	..	..	..	..	..	..	..	..	(*a*) 7
..	43	43	..	1	..	2	..	..	..	3	(*b*) 8
..	31	31	..	..	..	..	..	..	..	..	(*a*)
1	800	801	..	..	..	2	..	2	..	4	(*b*)
..	..	..	..	..	..	..	..	..	..	..	(*a*) 9
..	20	20	..	..	..	..	..	..	..	..	(*b*)
..	496	496	..	..	..	..	..	..	..	..	(*c*)
..	3	3	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	18	18	..	..	..	..	..	..	..	..	(*f*)
..	4	4	..	..	..	..	..	..	..	..	(*g*)
..	556	556	..	..	..	3	..	..	..	3	(*h*)
..	43	43	..	..	..	..	..	..	..	..	(*a*) 10
..	2	2	..	..	..	..	..	..	..	..	(*b*)
..	1	1	..	..	..	..	..	..	..	..	(*c*)
..	2	2	..	..	..	..	..	..	..	..	(*d*)
1	93	94	..	..	..	3	..	..	..	3	(*a*) 11
..	10	10	..	..	..	..	..	..	..	..	(*b*)
..	4	4	..	..	..	..	..	..	..	..	(*a*) 12
..	971	971	..	..	..	..	..	..	..	..	(*b*)
2	20	22	..	..	..	1	4	4	4	5	(*c*)
..	3	3	..	..	..	..	..	..	..	..	(*d*)
..	68	68	..	1	..	4	..	..	..	5	(*e*)
8	3,284	3,292	1	7	3	39	4	6	8	52	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways passengers, railway servants and other persons,

Class of accident.	JODHPUR.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	...	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	1	..	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	4	1	5	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	7	7	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock											
(*a*) The bursting of boilers of engines . .	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines .	..	..	..	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines.	..	43	43	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto axles	..	4	4	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus . .	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	16	16	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(*a*) Broken rails	..	2	2	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts. etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments .	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	1	..	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	1	232	233	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line .	1	3	4	..	..	..	..	..	..	..	..
(*d*) Trains running through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	10	10	..	..	..	..	..	..	..	..
Total . .	8	320	328	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of killed or injured in each class of accident.

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	
1	..	1	..	11	..	..	..	..	..	11	1
1	2	3	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	.	3
..	2	2	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
1	1	2	..	..	..	..	..	..	..	..	7 (*a*)
..	1	1	..	..	—	..	..	..	..	..	(*b*)
..	12	12	..	..	..	..	..	..	..	..	8 (*a*)
..	8	8	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*)
..	12	12	..	..	..	..	..	..	..	..	(*b*)
..	212	212	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
2	3	5	..	..	..	..	..	..	..	..	(*f*)
..	1	1	..	..	..	..	..	..	..	..	(*g*)
..	65	65	..	..	..	..	..	..	..	..	(*h*)
..	24	24	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
2	5	7	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
..	12	12	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	21	21	..	..	..	..	..	..	..	..	12 (*a*)
2	936	938	..	..	..	..	..	..	..	..	(*b*)
18	11	29	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
27	1,332	1,359	..	11	..	..	..	..	..	11	Total

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways servants and other persons, killed or

Class of accident.	Nizam's Guaranteed State.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due t trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	..	..	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines . . .	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines .	..	1	1	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines	..	51	51	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto axles . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	..	14	14	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	1	1	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . . .	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	4	4	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	17	17	..	..	..	1	..	..	..	1
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	795	795	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line .	..	3	3	..	..	..	..	..	..	..	..
(*d*) Trains running through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	9	9	..	..	..	1	..	..	..	1
Total	..	895	895	..	..	..	2	..	..	..	2

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway injured in each class of accident.

NORTH WESTERN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	...	..	..	...	..	..	..	..	..	1
1	1	2	3	39	..	1	..	..	3	40	2
..	..	..	..	..	...	..	..	..	..	..	3
..	57	57	..	..	..	..	..	..	..	..	4
..	22	22	..	..	..	..	..	..	..	..	5
..	13	13	..	..	..	2	..	..	..	2	6
3	5	8	..	..	...	..	..	..	..	..	7 (*a*)
8	12	20	..	..	...	..	..	..	..	..	(*b*)
1	985	986	..	..	...	...	1	..	1	...	8 (*a*)
..	798	798	...	...	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*)
..	37	37	..	..	..	...	..	..	..	..	(*b*)
..	514	514	..	..	...	..	..	..	..	..	(*c*)
..	..	..	..	..	...	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	8	8	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	..	..	..	..	..	..	(*g*)
2	487	489	..	..	..	3	..	1	..	4	(*h*)
..	25	25	..	..	..	..	..	..	..	..	10 (*a*)
..	2	2	..	..	..	..	..	..	..	..	(*b*)
1	24	25	..	..	..	..	..	..	..	..	(*c*)
...	2	2	..	..	...	..	..	..	..	..	(*d*)
...	11	11	..	..	..	..	...	..	..	..	11 (*a*)
...	13	13	..	..	..	..	..	..	..	..	(*b*)
..	10	10	..	..	..	..	...	..	..	..	12 (*a*)
..	697	697	..	..	..	..	..	..	..	..	(*b*)
2	10	12	..	..	..	..	7	3	7	3	(*c*)
..	1	1	..	..	..	..	..	..	..	...	(*d*)
1	46	47	..	..	1	1	..	1	1	2	(*e*)
19	3,780	3,799	3	39	1	7	8	5	12	51	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways servants and other persons,

Class of accident.	Rohilkund and Kumaon.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	2	2	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	3	3	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	6	6	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	3	3	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines	..	3	3	..	..	..	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines.	..	14	14	..	..	..	..	..	..	..	..
(*d*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto couplings	1	19	20	..	3	..	..	..	..	..	3
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	3	3	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	64	64	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line	1	2	3	..	..	..	..	..	1	..	1
(*d*) Trains running through gates at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	2	120	122	..	3	..	..	..	1	..	4

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of railway killed or injured in each class of accident.

SOUTH INDIAN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	11	..	..	..	..	..	11	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
1	..	1	..	1	..	3	..	..	..	4	5
..	1	1	..	..	..	..	..	..	..	..	6
											7
2	..	2	..	..	..	..	..	..	..	..	(*a*)
4	..	4	9	20	..	..	..	..	9	20	(*b*)
											8
2	1	3	..	..	..	1	2	12	2	13	(*a*)
1	10	11	..	..	..	..	..	..	..	..	(*b*)
											9
..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	128	128	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
2	..	2	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	..	..	..	..	..	..	(*g*)
56	..	56	..	..	..	..	..	..	..	..	(*h*)
											10
7	..	7	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
4	1	5	..	..	..	..	..	..	..	..	(*c*)
4	..	4	..	..	..	..	..	..	..	..	(*d*)
											11
..	1	1	..	..	..	..	..	..	..	..	(*a*)
..	2	2	..	..	..	..	..	..	..	..	(*b*)
											12
2	12	14	..	..	..	..	..	..	..	..	(*a*)
..	2,135	2,135	..	..	..	..	..	..	..	..	(*b*)
23	..	23	..	..	..	..	2	5	2	5	(*c*)
4	..	4	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
113	2,293	2,406	9	32	..	4	4	17	13	52	Total

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26, on all railways
railway servants and other persons, killed

Class of accident.	Total Class I							
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		Other persons.
				Killed.	Injured.	Killed.	Injured.	Killed.
1. Collisions between passenger trains or parts of passenger trains.	2	3	5	..	11	..	4	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	19	19	38	11	104	5	17	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	3	3	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	7	235	242	..	..	1	34	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	3	55	58	..	1	4	12	1
6. Collisions between light engines	3	61	64	..	..	1	18	..
7. Derailments of passenger trains—								
(*a*) Due to trains running in the wrong direction through points.	14	22	36	..	1	..	1	..
(*b*) Other causes	41	102	143	9	21	..	5	..
8. Other derailments—								
(*a*) Due to trains running in the wrong direction through points.	5	1,122	1,127	..	..	..	4	3
(*b*) Other causes	6	3,002	3,008	..	..	4	14	..
9. Accidents due to failures of engines and rolling-stock—								
(*a*) The bursting of boilers of engines	..	..	..	..	..	..	..	..
(*b*) The bursting of tubes, etc., of engines.	..	170	170	..	..	..	..	..
(*c*) The failure of machinery, springs, etc., of engines.	..	1,997	1,997	..	..	..	..	..
(*d*) The failure of tyres	..	7	7	..	..	..	..	..
(*e*) Ditto wheels	3	3	6	..	..	..	..	..
(*f*) Ditto axles	8	128	136	..	..	..	..	..
(*g*) Ditto brake apparatus	1	28	29	..	..	..	..	..
(*h*) Ditto couplings	59	2,593	2,652	..	3	1	8	..
10. Accidents due to failure of permanent-way, etc.—								
(*a*) Broken rails	7	334	341	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	12	12	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	8	80	88	..	..	..	..	..
(*d*) Slips in cuttings or embankments	4	24	28	..	..	..	..	..
11. Accidents due to fire—								
(*a*) Fire in trains	5	195	200	..	..	..	3	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	1	78	79	..	..	..	2	..
12. Other accidents—								
(*a*) Passenger trains running in the wrong direction through points but not derailed.	2	89	91	..	..	..	..	..
(*b*) Trains running over cattle on the line.	11	9,140	9,151	..	..	..	..	..
(*c*) Trains running over obstructions on the line.	86	139	225	..	..	2	2	24
(*d*) Trains running through gates at level-crossings.	4	14	18	..	..	..	..	..
(*e*) Miscellaneous	5	680	685	1	9	1	12	2
Total	304	20,335	20,639	21	150	19	136	31

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, or injured in each class of accident.

Railways.	Total.		Barsi Light.			Bengal Dooars.			Bhavnagar State.			Bikaner State.			
Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	No. of Heading.
..	..	15	1	..	1	..	1	1	..	..	..	..	..	..	1
..	16	121	..	..	..	..	..	..	..	..	..	1	..	1	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
2	2	36	..	..	..	..	..	..	..	..	..	1	1	2	4
5	5	18	..	..	..	..	..	..	..	..	..	..	..	..	5
..	1	18	..	..	..	..	..	..	..	..	..	1	1	2	6
															7
..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	(a)
..	9	26	1	..	1	..	..	..	..	..	..	13	..	13	(b)
12	3	16	..	..	..	..	..	..	..	2	2	..	1	1	(a) 8
2	4	16	..	17	17	..	5	5	..	..	..	..	65	65	(b)
															9
..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	3	3	..	3	3	..	64	64	(b)
..	..	..	..	10	10	..	4	4	..	5	5	..	42	42	(c)
..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	(f)
..	..	..	..	..	..	..	..	..	..	..	..	..	11	11	(g)
2	1	13	..	..	..	..	6	6	1	..	1	..			(h)
..	..	..	..	..	..	..	..	..	..	..	..	..	15	15	(a) 10
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	1	1	1	..	1	(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	3	..	..	..	..	..	..	..	..	..	..	1	1	(a) 11
..	..	2	..	..	..	..	..	..	..	..	..	1	3	4	(b)
..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	(a) 12
..	..	..	..	7	7	..	2	2	..	52	52	..	95	95	(b)
21	26	23	1	..	1	..	5	5	..	6	6	..	1	1	(c)
1	..	1	..	..	..	..	..	..	..	..	..	..	2	2	(d)
28	4	49	..	..	..	..	..	..	..	71	1	..	17	17	(e)
73	71	359	3	38	41	..	26	26	1	71	72	18	321	339	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railway
railway servants and other persons, killed o

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gon.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	..	..	1	..	1	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	..	2	..	..	..	1	..	1	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	1	2	..	2	2	1	..	1	1	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	3	..	3	..	..	..	..	1	1	..	..
(b) Other causes . . .	66	..	66	..	3	3	..	1	1	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	5	5	..	..	..	2	3	5	2	..
(b) Other causes . . .	1	54	55	..	6	6	4	6	10	13	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	4	4	..	..
(b) The bursting of tubes, etc., of engines.	..	1	1	..	6	6	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	..	7	7	..	4	4	1	10	11	5	..
(d) The failure of tyres . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels . .	..	..	..	..	..	..	2	2	4	..	..
(f) Ditto axles . .	3	1	4	..	..	..	1	..	1	..	..
(g) Ditto brake apparatus .	2	..	2	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	..	..	..	18	18	..	11	11	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	3	3	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	1	1	..	..	..	1	..	1	..	..
(d) Slips in cuttings or embankments	1	11	12	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	1	1	..	..	..	1	..	1	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	2	2	..	..
(b) Trains running over cattle on the line.	2	3	5	..	40	40	..	40	40	15	..
(c) Trains running over obstructions on the line.	4	4	8	..	1	1	1	3	4	..	..
(d) Trains running through gates at level crossings.	..	..	..	..	2	2	..	..	..	..	..
(e) Miscellaneous	..	..	..	..	..	..	..	1	1	..	..
Total . .	86	92	178	..	82	82	16	84	100	36	..

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers injured in each class of accident.

DAL.	GWALIOR LIGHT.*			HOWRAH AMTA LIGHT.*			JAMNAGAR AND DWARKA.*			JUNAGAD STATE.			MORVI.			No. of Heading.
Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	
..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	1
..	..	..	..	4	..	4	..	..	..	..	..	..	..	2	2	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*a*) 7
..	..	30	30	19	..	19	..	..	..	..	..	..	..	..	..	(*b*)
2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*a*) 8
13	..	20	20	9	7	16	..	..	..	5	..	5	..	..	..	(*b*)
..	..	6	6	..	..	..	..	..	..	..	..	..	..	..	..	(*a*) 9
..	..	..	..	..	..	..	..	6	6	1	..	1	..	2	2	(*b*)
5	..	3	3	..	4	4	..	15	15	..	..	..	..	3	3	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*g*)
..	..	..	..	2	4	6	..	..	..	..	..	..	..	2	2	(*h*)
..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	(*a*) 10
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	(*a*) 11
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	(*a*) 12
15	..	11	11	..	4	4	..	16	16	6	..	6	..	14	14	(*b*)
..	..	..	..	..	8	8	..	..	..	..	..	..	..	1	1	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	(*e*)
36	..	74	74	35	29	64	..	37	37	12	..	12	..	24	24	Total

* Shown under class III in the report by the Railway Board on Indian Railways for 1924-25.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways
railway servants and other persons killed

Class of accident.	Mysore Railways.			Shahdara (Delhi) Saharanpur Light.*			Total Class II Rail					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.
										Killed.	Injured.	Killed.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	4	1	5	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	8	2	10	..	5	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	4	4	8	..	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	1	1	2	..	..	..
7. Derailments of passenger trains—												
(a) Due to trains running in the wrong direction through points.	..	..	..	1	..	1	4	1	5	..	..	..
(b) Other causes	2	..	2	..	..	..	101	34	135	..	..	..
8. Other derailments—												
(a) Due to trains running in the wrong direction through points.	..	..	..	..	3	3	4	14	18	..	..	..
(b) Other causes	..	..	..	..	3	3	32	183	215	..	..	..
9. Accidents due to failure of engines and rolling-stock—												
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	12	12	..	..	..
(b) The bursting of tubes, etc., of engines.	..	5	5	..	..	..	1	90	91	..	..	..
(c) The failure of machinery, springs, etc., of engines.	..	36	36	..	..	..	6	143	149	..	..	..
(d) The failure of tyres	..	1	1	..	..	..	..	2	2	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	2	2	4	..	..	..
(f) Ditto axles	..	3	3	..	..	..	4	5	9	..	..	..
(g) Ditto brake apparatus	..	..	..	..	..	..	2	2	4	..	..	..
(h) Ditto couplings	..	5	5	..	1	1	3	58	61	..	..	..
10. Accidents due to failure of permanent-way, etc.—												
(a) Broken rails	..	..	..	..	..	..	..	19	19	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	..	..	..	..	..	2	2	4	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	1	11	12	..	..	..
11. Accidents due to fire—												
(a) Fire in trains	..	..	..	..	..	..	1	3	4	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	1	3	4	..	..	..
12. Other accidents—												
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	5	5	..	..	..
(b) Trains running over cattle on the line.	..	103	103	..	..	..	23	387	410	..	..	..
(c) Trains running over obstructions on the line.	..	5	5	4	..	4	10	34	44	..	..	..
(d) Trains running through gates at level crossings.	2	1	3	..	1	1	2	6	8	..	..	..
(e) Miscellaneous	1	..	1	..	..	..	1	21	22	..	..	..
Total	5	159	164	5	8	13	217	1,045	1,262	..	5	1

* Shown under class III in the Report by the Railway Board on Indian Railways for 1924-25.

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, or injured in each class of accident.

WAYS.					TOTAL CLASS III RAILWAYS.												
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	1	...	1	...	...	..	..	..	..	..	..	1
..	..	..	..	5	3	..	3	1	5	..	..	..	..	1	5	2
..	..	..	..	..	..	..	..	...	..	..	..	..	..	..	...	3
..	..	..	1	..	..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	...	...	...	..	..	..	..	..	..	...	5
..	..	..	..	..	..	..	...	..	..	..	..	..	..	..	..	6
..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	7 (a)
2	..	..	..	2	20	6	26	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	7	7	..	..	..	..	..	..	..	..	8 (a)
3	..	..	..	3	2	20	22	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	32	32	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(g)
..	..	..	..	..	2	7	9	..	..	..	..	..	..	..	..	(h)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	12 (a)
..	4	3	4	3	2	49	51	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	2	23	25	..	1	..	..	..	..	..	1	(c)
..	..	2	..	2	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	1	4	5	..	..	..	..	..	..	..	..	(e)
5	4	5	5	15	37	156	193	1	6	..	..	..	..	1	6	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the years 1924-25 and 1925-26 passengers, railway servants and other persons, killed

Class of accident.	TOTAL ALL RAILWAYS.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890		Other accidents.		Total.		*Passengers.*			
							Killed.		Injured.	
	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*
1. Collisions between passenger trains or parts of passenger trains.	7	*6*	4	*9*	11	*15*	...	*108*	11	*123*
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	30	*22*	21	*27*	51	*49*	12	*2*	114	*19*
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	*8*	3	*7*	3	*15*	..	..	..	*10*
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	11	*14*	240	*253*	251	*267*	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	3	*1*	55	*62*	58	*63*	..	..	1	..
6. Collisions between light engines	4	*3*	62	*70*	66	*73*	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	20	*16*	23	*16*	43	*32*	..	..	1	...
(b) Other causes	162	*196*	142	*176*	304	*372*	9	*3*	21	*31*
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	9	*13*	1,143	*940*	1,152	*953*	..	..	..	..
(b) Other causes	40	*38*	3,205	*3,020*	3,245	*3,058*	..	..	...	*6*
9. Accidents due to failures of engines and rolling-stock—										
(a) The bursting of boilers of engines	..	..	12	..	12	..	..	..	..	...
(b) The bursting of tubes, etc., of engines	1	*3*	262	*273*	263	*276*	..	..	..	...
(c) The failure of machinery, springs, etc., of engines.	6	*17*	2,172	*1,862*	2,178	*1,879*	..	..	..	...
(d) The failure of tyres	..	..	9	*9*	9	*9*	..	..	..	...
(e) Ditto wheels	6	*3*	5	*22*	11	*25*	..	..	..	...
(f) Ditto axles	12	*17*	133	*153*	145	*170*	..	..	...	...
(g) Ditto brake apparatus	3	3	30	*29*	33	*32*	..	..	..	...
(h) Ditto couplings	64	*53*	2,658	*3,027*	2,722	*3,080*	..	..	3	...
10. Accidents due to failure of permanent-way, etc.—										
(a) Broken rails	7	*11*	354	*287*	361	*298*	..	..	...	...
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	2	12	5	12	*6*	..	...	...	...
(c) The flooding of portions of permanent-way.	10	*64*	82	*77*	92	*141*	..	..	..	..
(d) Slips in cuttings or embankments	5	*30*	35	*45*	40	*75*	..	...	...	...
11. Accidents due to fire—										
(a) Fire in trains	6	*16*	200	*280*	206	*296*	..	*4*	..	*4*
(b) Fire at stations, or involving injury to bridges or viaducts.	3	*4*	81	*68*	84	*72*	..	..	...	...
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	2	..	96	*75*	98	*75*	...	..	...	...
(b) Trains running over cattle on the line	36	*33*	9,576	*8,317*	9,612	*8,350*	..	..	..	..
(c) Trains running over obstructions on the line.	98	*82*	196	*205*	294	*287*	..	..	1	*2*
(d) Trains running through gates at level crossings.	6	*6*	20	*25*	26	*31*	..	..	...	*2*
(e) Miscellaneous	7	*17*	705	*470*	712	*487*	1	..	9	*9*
Total	558	*677*	21,536	*19,809*	22,094	*20,486*	22	*117*	161	*206*

DIX D (*iii*)—*concld.*

on all railways open for traffic, distinguishing between the different classes of accidents and the number of or injured in each class of accident.

TOTAL ALL RAILWAYS.												
Railway servants.				*Other persons.*				*Grand Total.*				
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		No. of Heading.
1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	1925-26.	*1924-25.*	
..	*2*	4	*10*	..	*1*	..	*3*	..	*111*	15	*136*	1
5	*10*	17	*13*	..	..	..	..	17	*12*	131	*32*	2
..	..	..	*9*	..	..	..	*1*	..	..	..	*20*	3
2	*9*	34	*25*	1	..	2	..	3	*9*	36	*25*	4
4	..	12	*4*	1	..	5	..	5	..	18	*4*	5
1	*1*	18	*10*	..	*1*	..	..	1	*2*	18	*10*	6
												7
..	..	1	..	..	..	..	..	..	..	2	..	(*a*)
..	..	7	*11*	..	..	..	..	9	*3*	28	*42*	(*b*)
												8
..	..	4	*12*	3	..	12	..	3	..	16	*12*	(*a*)
4	*2*	17	*11*	..	..	2	..	4	*2*	19	*17*	(*b*)
												9
..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	*1*	..	..	..	..	..	..	..	*1*	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	*1*	..	..	..	..	..	..	..	*1*	(*e*)
..	..	..	*9*	..	..	..	..	..	..	..	*9*	(*f*)
..	..	..	..	..	..	..	..	..	..	..	..	(*g*)
1	*2*	8	*14*	..	..	2	..	1	*2*	13	*14*	(*h*)
												10
..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	*1*	..	..	..	..	..	..	..	*1*	..	..	(*c*)
..	*1*	..	*5*	..	..	..	..	..	*1*	..	*5*	(*d*)
												11
..	..	3	*6*	..	*3*	..	*3*	..	*7*	3	*13*	(*a*)
..	*2*	2	*1*	..	*2*	..	*1*	..	*4*	2	*2*	(*b*)
												12
..	..	..	*1*	..	..	..	..	..	..	..	*1*	(*a*)
..	..	..	..	4	..	3	..	4	..	3	..	(*b*)
2	*2*	2	*4*	24	9	21	*22*	26	*11*	24	*28*	(*c*)
..	..	..	..	..	..	3	*1*	..	..	3	*3*	(*d*)
1	*3*	12	*22*	2	*3*	28	*3*	4	*6*	49	*34*	(*e*)
20	*36*	141	*168*	35	*19*	78	*34*	77	*172*	380	*408*	Total

Number of persons killed or injured during the year 1925-26 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at stations.	..	2	..	1	1	..	1	3	..	..	..	..	..	..	..	..
2. By being struck by barrows, by falling over packages, etc., on platform.	..	1	..	9	..	..	..	10	..	..	..	..	..	..	..	..
3. From falling off platforms	..	3	..	11	..	1	..	15	..	..	..	..	..	..	..	..
4. Whilst loading, unloading or sheeting wagons.	..	..	4	342	..	28	4	370	..	..	..	2	..	2	..	4
5. Whilst moving or carrying goods at stations, etc.	..	..	1	88	1	2	2	90	..	..	..	..	..	..	..	..
6. Whilst working at cranes or capstans.	..	..	2	10	..	1	2	11	..	..	..	..	..	..	..	..
7. By the falling of wagon doors, lamps, bales of goods, etc.	..	..	4	121	1	2	5	123	..	..	..	..	..	..	..	..
8. From falling off, or when getting on or off, stationary engines or vehicles.	1	..	1	67	1	..	3	67	..	..	..	..	..	..	..	..
9. From falling off platforms, ladders, scaffolds, etc.	..	2	6	81	3	2	9	85	..	..	..	..	..	..	..	..
10. By stumbling whilst walking on the line or platforms.	..	3	4	59	8	11	12	73	..	..	..	1	..	..	..	1
11. Whilst attending to stationary engines in sheds.	..	..	2	411	..	4	2	415	..	..	..	..	..	..	..	..
12. By being trampled on or kicked by horses.	..	1	..	1	..	..	..	2	..	..	..	..	..	..	..	..
13. Whilst working on the line or in sidings.	..	..	7	96	1	4	8	100	..	..	..	..	..	..	..	..
14. Miscellaneous	..	17	16	595	7	11	23	623	2	1	2	2	..	..	4	3
Total ..	1	29	47	1,892	23	66	71	1,987	2	1	2	5	..	2	4	8

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.							
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
..	..	..	..	..	..	..	..	..	2	..	1	1	..	1	3
..	..	..	..	..	..	..	..	..	1	..	9	..	..	..	10
..	..	..	..	..	..	..	..	..	3	..	11	..	1	..	15
..	..	..	..	..	..	..	..	..	..	4	344	..	30	4	374
..	..	..	..	..	..	..	..	..	..	1	88	1	2	2	90
..	..	..	..	..	..	..	..	..	..	2	10	..	1	2	11
..	..	..	..	..	..	..	..	..	..	4	121	1	2	5	123
..	..	..	..	..	..	..	..	1	..	1	67	1	..	3	67
..	..	..	..	..	..	..	..	..	2	6	81	3	2	9	85
..	1	..	..	..	..	..	1	..	4	4	60	8	11	12	75
..	..	..	..	..	..	..	..	..	..	2	411	..	4	2	415
..	..	..	..	..	..	..	..	..	1		1	..	..	..	2
..	..	..	..	..	..	..	..	..	..	7	96	1	4	8	100
..	..	..	..	..	..	..	..	2	18	18	597	7	11	27	626
..	1	..	..	..	..	..	1	3	31	49	1,897	23	68	75	1,996

Accidents to railway servants on Class I Railways during the year 1925-26 caused by the movements primary

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
Assam-Bengal	..	..	7	100·00	1	100·00	..	..	..	..	..	..
Bengal and North-Western ..	..	..	2	40·00	4	80·00	3	60·00	..	..	..	..
Bengal-Nagpur	4	66·67	69	65·09	..	..	..	..	2	33·33	33	31·13
Bombay, Baroda and Central India.	16	45·71	134	62·04	19	54·29	82	37·96	..	..	..	..
Burma	10	90·91	37	75·51	1	9·09	11	22·45	..	..	1	2·04
Eastern Bengal	6	23·08	7	24·14	20	76·92	22	75·86	..	..	..	..
East Indian	28	48·28	138	58·98	25	43·10	85	36·32	5	8·62	10	4·27
Great Indian Peninsula ..	61	70·93	278	86·60	24	27·91	38	11·84	1	1·16	5	1·56
Jodhpur..	..	..	5	71·42	..	..	1	14·29	..	..	1	14·29
Madras and Southern Mahratta	·6	60·00	91	82·73	4	40·00	18	16·36	..	..	1	0·91
Nizam's Guaranteed State ..	10	100·00	15	55·56	..	..	12	44·44	..	..	..	..
North Western	68	95·77	108	99·08	2	2·82	1	0·92	1	1·41	..	..
Rohilkund and Kumaon ..	2	100·00	3	75·00	..	..	1	25·00	..	..	..	..
outh Indian	1	50·00	7	58·33	1	50·00	5	41·67	..	..	..	..
TOTAL ..	212	65·63	901	72·90	101	31·27	279	22·57	9	2·79	51	4·13

DIX D (*v*).

of trains and railway vehicles exclusive of train, etc., accidents classified in respect of causes.

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Injured.	
..	..	..	..	..	..	..	..	1	7	Assam-Bengal.
..	..	..	..	1	20·00	..	..	5	5	Bengal and North-Western.
..	..	..	..	..	..	4	3·78	6	106	Bengal-Nagpur.
..	..	..	..	..	..	..	..	35	216	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	11	49	Burma.
..	..	..	..	..	..	..	..	26	29	Eastern Bengal.
..	..	1	0·43	..	..	..	..	58	234	East Indian.
..	..	..	..	..	..	..	..	86	321	Great Indian Peninsula.
..	..	..	..	..	..	..	..	..	7	Jodhpur.
..	..	..	..	..	..	..	..	10	110	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	10	27	Nizam's Guaranteed State.
..	..	..	..	..	..	..	..	71	109	North Western.
..	..	..	..	..	..	..	..	2	4	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	2	12	South Indian.
..	..	1	0·08	1	0·21	4	0·32	323	1,236	Total.

Rolling-stock fitted with automatic brakes, vehicles lighted by gas, electricity and lower class carriage

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes on the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3⅜″	165	97·0	585	98·4	1·53	5,222	83·5	4·05
Bengal and North-Western ..	3′ 3⅜″	353	52·6	1,277	62·3	16·8	11,195	1·02	0·38
Bengal Nagpur ..	5′ 6″	731	92·3	1,030	96·6	3·40	23,074	66·5	16·90
	2′ 6″	114	89·5	406	89·4	*Nil*	1,749	88·7	0·11
Bombay, Baroda and Central India.	5′ 6″	439	95·0	988	100·0	*Nil*	11,148	77·2	12·8
	3′ 3⅜″	521	97·7	1,783	99·4	0·06	9,927	10·6	0·21
	2′ 6″	19	*Nil*	57	*Nil*	*Nil*	248	*Nil*	*Nil*
Burma	3′ 3⅜″	374	82·0	1,163	68·1	5·07	9,623	32·6	0·18
Eastern Bengal ..	5′ 6″	319	91·8	830	97·1	2·80	8,626	46·6	35·0
	3′ 3⅜″	235	100·0	1,047	85·5	14·4	5,136	13·2	2·00
	2′ 6″	10	*Nil*	69	*Nil*	*Nil*	95	*Nil*	*Nil*
East Indian	5′ 6″	1,694	97·1	3,170	98·[illegible]	2·02	53,798	69·1	22·7
Great Indian Peninsula	5′ 6″	1,294	98·1	2,516	100·0	*Nil*	21,412	74·5	20·9
	2′ 6″	15	*Nil*	*Nil*	*Nil*	*Nil*	182	*Nil*	*Nil*
Jodhpur	3′ 3⅜″	99	29·3	225	[illegible]2	21·3	2,417	*Nil*	*Nil*
	2′ 0″	2	*Nil*	5	*Nil*	*Nil*	10	*Nil*	*Nil*
Madras and Southern Mahratta	5′ 6″	307	97·7	933	[illegible]·9	1·07	6,085	74·1	25·8
	3′ 3⅜″	358	51·4	1,139	[illegible]·3	7·81	7,468	3·76	7·88
Nizam's Guaranteed State	5′ 6″	73	98·6	151	[illegible]·7	1·32	1,928	52·9	42·8
	3′ 3⅜″	76	77·6	199	[illegible]·5	*Nil*	1,210	18·9	0·91
North Western ..	5′ 6″	1,506	99·6	3,647	[illegible]·1	0·87	29,051	86·8	11·6
	2′ 6″	99	78·7	294	[illegible]·9	*Nil*	756	67·0	1·98
Rohilkund and Kumaon ..	3′ 3⅜″	76	64·0	251	[illegible]·2	27·1	2,574	0·66	0·03
South Indian ..	5′ 6″	143	94·4	283	[illegible]·0	*Nil*	1,694	89·4	5·84
	3′ 3⅜″	375	98·7	1,307	[illegible]·0	6·50	4,864	5·53	4·89
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total ..		9,408	91·2	23,390	[illegible]·3	3·81	220,470	57·3	14·6
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	16	100·0	49	100·0	*Nil*	200	36·0	64·0
Bengal Dooars	3′ 3⅜″	16	37·5	64	[illegible]·8	26·6	452	0·22	*Nil*
Bhavnagar State	3′ 3⅜″	27	62·9	148	[illegible]·8	43·2	596	*Nil*	2·01
Bikaner State	3′ 3⅜″	57	36·8	138	[illegible]·50	24·6	1,040	*Nil*	*Nil*
Darjeeling Himalayan ..	2′ 0″	33	3·03	132	*Nil*	*Nil*	485	*Nil*	*Nil*
Dibru Sadiya	3′ 3⅜″	26	84·6	50	76·0	18·0	1,602	23·3	53·6
Gaekwar's Baroda State ..	2′ 6″	38	*Nil*	132	0·77	*Nil*	695	*Nil*	*Nil*
Gondal	3′ 3⅜″	23	73·9	100	54·0	45·0	302	*Nil*	2·30
Gwalior Light*	2′ 0″	25	64·0	70	8·57	*Nil*	306	100·0	*Nil*
Howrah-Amta*	2′ 0″	19	*Nil*	139	*Nil*	*Nil*	76	*Nil*	*Nil*
Jamnagar and Dwarka* ..	3′ 3⅜″	17	52·9	60	46·7	21·7	164	91·5	*Nil*
Junagad State	3′ 3⅜″	18	55·6	83	65·1	24·7	313	*Nil*	2·56
Morvi	3′ 3⅜″	18	66·7	101	69·3	30·7	208	0·96	*Nil*
Mysore	3′ 3⅜″	28	75·0	138	66·7	9·42	382	36·4	3·66
	2′ 6″	10	30·0	23	*Nil*	*Nil*	87	*Nil*	*Nil*
	2′ 0″	6	*Nil*	4	*Nil*	*Nil*	46	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur*	2′ 6″	10	*Nil*	52	11·5	*Nil*	232	100·0	*Nil*
Total		387	44·2	1,483	33·9	16·6	7,186	17·7	14·3
GRAND TOTAL		9,795	89·3	24,873	86·9	4·57	227,656	56·1	14·6

* Shown under Class III in the Report by the Railway Board on Indian Railways for 1924-25.

DIX E.

provided with latrine docommodation on the 31st March 1926.

Vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each case.			
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.
11	12	13	14	15	16	17	18	19	20	21
570	45·2	54·3	*Nil*	197	29	226	*Nil*	95·1	100·0	95·5
1,551	*Nil*	96·3	53	365	74	484	100·0	38·3	100·0	44·8
914	64·3	35·7	55	363	115	533	100·0	77·9	74·7	79·0
359	76·3	23·7	11	169	42	222	100·0	75·4	53·2	70·7
743	60·6	39·4	*Nil*	321	109	430	*Nil*	79·5	69·9	76·8
1,662	*Nil*	97·6	12	756	184	952	100·0	76·7	83·2	78·0
57	*Nil*	26·3	*Nil*	25	14	39	*Nil*	62·5	100·0	72·2
686	*Nil*	98·4	*Nil*	505	161	666	*Nil*	89·7	70·0	84·0
827	32·1	54·1	14	174	145	333	87·5	79·8	65·6	73·2
1,044	47·7	40·3	29	363	180	572	93·5	98·1	98·4	97·9
69	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
2,933	42·0	55·8	115	1,000	591	1,706	98·3	87·0	90·5	88·9
2,409	49·3	35·2	1	573	247	821	100·0	65·5	81·8	69·7
45	100·0	*Nil*	*Nil*	26	18	44	*Nil*	100·0	100·0	100·0
283	*Nil*	84·4	21	78	49	148	100·0	100·0	100·0	100·0
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
1,138	67·3	32·6	2	361	154	517	100·0	90·2	77·3	86·0
1,285	86·0	13·9	*Nil*	500	239	739	*Nil*	94·1	79·6	88·9
121	59·5	40·5	*Nil*	41	13	54	*Nil*	100·0	86·7	96·4
183	80·3	11·5	*Nil*	84	22	106	*Nil*	96·6	88·0	94·6
3,174	50·3	49·6	93	1,104	656	1,853	100·0	100·0	100·0	100·0
282	*Nil*	60·2	8	93	43	144	88·8	63·6	82·6	69·5
242	*Nil*	100·0	3	76	39	118	100·0	49·3	92·8	59·3
212	*Nil*	95·8	*Nil*	92	68	160	*Nil*	98·9	100·0	99·4
1,140	*Nil*	94·0	*Nil*	508	100	608	*Nil*	76·4	30·4	61·2
35	*Nil*	*Nil*	*Nil*	8	16	24	*Nil*	44·4	100·0	70·6
21,964	38·6	56·0	417	7,782	3,308	11,499	97·9	79·1	80·6	80·0
130	*Nil*	100·0	*Nil*	7	*Nil*	7	*Nil*	20·6	*Nil*	19·4
58	*Nil*	100·0	2	15	8	25	100·0	48·4	100·0	61·0
139	*Nil*	87·8	*Nil*	68	2	70	*Nil*	85·0	40·0	82·4
138	*Nil*	100·0	2	63	12	77	100·0	100·0	100·0	100·0
85	*Nil*	94·1	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
50	*Nil*	94·0	9	16	11	36	100·0	72·7	100·0	85·7
84	*Nil*	63·1	*Nil*	38	14	52	*Nil*	39·8	100·0	47·3
101	*Nil*	96·0	*Nil*	51	3	54	*Nil*	96·2	60·0	93·1
70	*Nil*	68·6	*Nil*	20	2	22	*Nil*	66·7	100·0	68·7
139	*Nil*	96·4	*Nil*	8	5	13	*Nil*	8·0	33·3	16·2
59	*Nil*	100·0	*Nil*	30	2	32	*Nil*	75·0	100·0	76·2
78	*Nil*	87·2	*Nil*	28	4	32	*Nil*	84·9	40·0	74·4
96	*Nil*	100·0	*Nil*	46	9	55	*Nil*	100·0	100·0	100·0
130	32·3	66·2	*Nil*	83	11	94	*Nil*	100·0	100·0	100·0
23	*Nil*	100·0	*Nil*	17	4	21	*Nil*	100·0	100·0	100·0
4	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
52	*Nil*	100·0	5	9	2	16	100·0	22·0	100·0	33·3
1,436	2·92	89·9	18	499	89	606	57·1	60·9	66·9	61·8
23,400	36·4	58·1	435	8,281	3,397	12,105	94·9	77·7	80·2	78·9

APPENDIX F.

Statement showing the cost of the Police Force employed on railways during the year 1925-26.

Railway System.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Cost.	
		Watchmen.	Contingencies.		Per route mile.	Per train mile.
1	2	3	4	5	6	7
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I.						
Assam-Bengal	39,672	68,021	2,632	1,10,325	105·2	0·03
Bengal and North-Western	30,000	71,549	353	1,01,902	48·9	0·02
Bengal-Nagpur	72,034	3,12,984	52,074	4,37,092	148·0	0·04
Bombay, Baroda and Central India	5,29,444	6,05,164	29,314	11,63,922	304·4	0·06
Burma	1,28,000	69,659	2,341	2,00,000	110·8	0·03
Eastern Bengal	4,489	2,82,757	1,948	2,89,194	169·2	0·03
East Indian	..	7,83,155	92,922	8,76,077	223·1	0·03
Great Indian Peninsula	68,785	3,89,760	†	4,58,545	125·4	0·02
Jodhpur	*Nil*	14,529	2,571	17,100	19·7	0·01
Madras and Southern Mahratta	2,06,525	2,30,154	16,269	4,52,948	148·9	0·03
Nizam's Guaranteed State	1,62,696	*	22,890	1,85,586	187·4	0·07
North Western	8,183	7,72,421	8,610	7,89,214	127·0	0·04
Rohilkund and Kumaon	9,760	21,512	†	31,272	54·8	0·02
South Indian	1,55,725	1,02,289	7,632	2,65,646	141·6	0·03
Total	1,415,313	3,723,954	239,556	53,78,823	155·0	0·04
Class II.						
Barsi Light	2,500	4,538	352	7,390	63·0	0·03
Bengal Dooars	..	4,195	52	4,247	27·1	0·01
Bhavnagar State	25,397	10,757	†	36,154	127·3	0·05
Bikaner State	..	4,701	118	4,819	7·98	0·01
Darjeeling Himalayan	..	1,581	..	1,581	10·8	0·00
Dibru Sadiya	..	6,405	†	6,405	74·5	0·02
Gaekwar's Baroda State	..	13,217	305	13,522	39·7	0·02
Gondal	51,264	5,119	211	56,594	298·4	0·1
Gwalior Light (*a*)	..	..	..	7,728	30·5	0·0
Howrah Amta (*a*)	1,310	2,259	..	3,569	81·4	0·0
Jamnagar and Dwarka (*a*)	7,656	2,711	89	10,456	66·6	0·0
Junagad State	12,181	1,253	†	13,434	90·7	0·0
Morvi	534	2,161	..	2,695	30·0	0·1
Mysore‡	..	..	..	27,161	67·7	0·0
Shahdara (Delhi) Saharanpur Light (*a*)	*Nil*	3,159	500	3,659	39·6	0·0
Total	1,00,842	62,056	1,627	1,99,414	67·0	0·0
Class III Total	4,389	12,315	17	16,721	18·4	0·0
Grand Total	1,520,544	3,798,325	241,200	55,94,958	145·0	0·0

* Included in column 2. †Included under watchmen. ‡ Including the Bangalore-Chik Ballapur Light, Kolar, District and Tarikere-Narasimharajapura Light Railways.

(*a*) Shown under Class III in the Report by the Railway Board on Indian Railways for 1924-25.

M53RAR—1,350—25-10-26—GIPS.

00134513

Digitized with financial assistance from

Government of Maharashtra

on 01 February, 2020